

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 3/24/81

Oelwein, Iowa, telephone number [REDACTED] provided the following information:

[REDACTED] stated that in February of 1979, he traveled to Atlantic City, New Jersey, to attend an antique car auction sponsored by Kruse Auction Company. [REDACTED] advised that he had read about the auction during the first part of February, 1979, in a newspaper entitled "Old Cars Weekly", which is published in Iola, Wisconsin. [REDACTED] advised that the particular issue of the newspaper that he read mentioned that the auction was going to auction off a 1955 Chevrolet Corvette automobile, which was owned by Elvis Presley.

[REDACTED] advised that on February 17, 1979, he bid \$34,000 for this Chevrolet Corvette which supposedly belonged to Elvis Presley, and his bid was accepted. [REDACTED] stated that the previous owner of the Corvette was [REDACTED] who lived in West Chester, Pennsylvania. [REDACTED] stated that he did not meet [REDACTED] until after the sale of the automobile. b7D

[REDACTED] advised that Kruse auctioneer definitely purported the Chevrolet Corvette to be a car which was owned by Elvis Presley. [REDACTED] advised that the Corvette was displayed in a roped-off area which had spotlights shining on the car, and Elvis Presley's music was being played in the background. [REDACTED] advised that the auction was also selling xeroxed copies of the bill of sale of the automobile, which indicated that the Corvette was purchased from Don Allen Chevrolet in New York City on January 18, 1955, by Elvis Presley. [REDACTED] advised the Vehicle Identification Number for the Corvette was VE55SD01102. [REDACTED] stated that the odometer reading for the automobile at the time he purchased the car was 45,731 miles. [REDACTED] stated that the auctioneer, whose name he does not recall, told him that the Corvette was restored by someone after

Investigation on 3/12/81At Oelwein, IowaFile # Omaha 87B-18813-5by SA [REDACTED]

b7C

Date dictated

3/18/81

Presley had owned it and during the restoration, a bill of sale was discovered beneath the seat of the Corvette. This bill of sale is the bill of sale that indicated Elvis Presley had purchased the vehicle in New York City on January 18, 1955.

[redacted] advised that he has the original invoice for the car and also the original bill of sale, and both of these documents indicate that the Corvette formerly belonged to Elvis Presley.

[redacted] advised that he received the title to the Corvette from [redacted]. [redacted] stated that no one at the auction mentioned anything about the possibility of the car not being Elvis Presley's car. [redacted] advised he had the car transported to Oelwein, Iowa, where he has it in storage at the present time. [redacted] has color photographs of Elvis Presley's Corvette and other antique cars which were at the February, 1979, Kruse Auction in Atlantic City, New Jersey.

b7D

[redacted] advised that [redacted] told him that he had owned the car himself for about one year and that he had shown the automobile at various shows and shopping centers, and he would receive money for these showings.

[redacted] stated that he heard from someone that [redacted] paid \$24,000 for the Corvette when he bought it. [redacted] advised the Corvette has a three-speed manual transmission and a Wonder Bar radio in it. [redacted] advised that in the September 25, 1979, issue of Old Cars Weekly an article appeared which questioned the authenticity of the Corvette because of the fact that the Corvette had a three-speed manual transmission and a Wonder Bar radio in it. [redacted] stated the article indicated that these options were not available at the time Presley purportedly purchased the vehicle.

[redacted] stated he realizes these options could have been added to the car after Presley owned it; and the car may still, in fact, be one of Elvis Presley's automobiles. [redacted] advised that he has a good title for the automobile, but he wants to know if he has been defrauded by someone in the purchase of this car.

[REDACTED] stated that he previously contacted the Iowa Attorney General's Office in Des Moines, Iowa, to have them check to see if the Presley Corvette is a fraud; however, the Attorney General's Office was unable to determine this fact. [REDACTED] stated that he checked with General Motors and they determined that the Vehicle Identification Number for the Corvette was the same number of a Corvette which was manufactured and shipped to Don Allen Chevrolet for sale. General Motors, according to [REDACTED] was not able to determine if the car was, in fact, sold to Presley.

b7D

[REDACTED] stated he does not know if the car is a fraud, but he is restricted in selling the car if it is. [REDACTED] stated the car would be worth approximately \$24,000 if it is not Elvis Presley's Corvette; however, it would be worth a lot more than \$34,000 if it was, in fact, one of Presley's automobiles. [REDACTED] stated he has had several calls from persons throughout the United States wanting to buy the Corvette prior to the article appearing in the Old Cars Weekly newspaper in September of 1979.

4/13/81

SAC, OMAHA (87B-18813) (P)

b7C

1955 CHEVROLET CORVETTE CONVERTIBLE,
VIN VESS500102, FORMERLY OWNED BY
ELVIS PRESLEY, VALUED AT \$34,000

ITSP (B)

OO: Omaha

TO: SAC, NEW YORK CITY

Enclosed for New York City and Philadelphia
is one copy each of an FD-302 which sets forth results
of an interview on 3/12/81 with [REDACTED]
Oelwein, Iowa.

b7D

For the information of New York City and
Philadelphia, [REDACTED] purchased a 1955 Chevrolet
Corvette convertible, red in color, VIN VESS500102, at the
Kruse Antique Car Auction in Atlantic City, New Jersey, on
2/19/79, for the purchase price of \$34,000. This vehicle
was purported to be a vehicle previously purchased and
owned by Elvis Presley, 1034 Audobon Drive, Memphis,
Tennessee. Mr. Presley, according to the only supporting
document available, a bill of sale, Number 15208, pur-
chased the vehicle on or about 1/18/55 from Don Allen
Chevrolet, 1775 Broadway, New York City, New York.

b7D

[REDACTED] read an article in the 8/25/79 issue
of "Old Cars Weekly" that questioned the authenticity of
the 1955 Corvette due to the fact that the automobile has
a three-speed manual transmission and also a Wonder Bar
station-seeking radio. According to several Corvette
authorities, these options were not available in January
of 1955.

The State Attorney General's Office from Des Moines,
Iowa, conducted a preliminary investigation in this matter
for [REDACTED] however, they were unable to prove or
disprove the authenticity of the bill of sale in question.

2-New York City (Enc.1)

2-Philadelphia (Enc.1)

②-Omaha

107

87B-18813-6

Searched _____
Serialized _____
Indexed _____
Filed _____

b7C

156

CM 87B-18813

On 10/11/79 a letter was sent to [REDACTED] West Chester, Pennsylvania, who had sold the vehicle to [REDACTED] at the auction. [REDACTED] attorney, [REDACTED] advised the Attorney General's Office by letter that [REDACTED] had purchased the vehicle in Atlantic City, New Jersey, during February of 1978, from a Mr. [REDACTED] Neponsit, New York 11694, for a purchase price of \$17,500. According to [REDACTED] attorney, the vehicle had been represented by [REDACTED] as formerly belonging to Elvis Presley, and [REDACTED] had made available the bill of sale document in question.

On 10/11/79 contact was made with Attorney at Law D. Beecher Smith, II, Suite 2000, Number One Commerce Square, Memphis, Tennessee, telephone number (901) 525-1322, the attorney handling the estate of Elvis Presley. Smith told the Attorney General's Office that his office would not be able to help in the investigation due to the fact that most of the records per any business transactions by Presley prior to 1973 were destroyed.

The Attorney General's Office contacted [REDACTED] of Neponsit, New York, by letter, requesting him to supply information concerning the automobile; and by letter dated 1/16/80, [REDACTED] advised that he had checked all of his papers and could find nothing pertaining to the Elvis Presley vehicle. Further attempts to contact [REDACTED] by letter met with negative results.

LEADS

NEW YORK CITY DIVISION

AT NEPONSET (QUEENS), NEW YORK

Will interview [REDACTED] Neponsit, New York, to determine facts surrounding his purchase and the subsequent ownership of captioned automobile.

Will determine if the previous owner purported the automobile to be Elvis Presley's Chevrolet Corvette convertible.

QH 87B-18813

Will determine from [REDACTED] if he altered or renovated the automobile in any way while he owned it.

Will obtain copies of any documents [REDACTED] might have which would support his claim that the vehicle formerly was owned by Elvis Presley.

PHILADELPHIA DIVISION

AT WEST CHESTER, PENNSYLVANIA

Will interview [REDACTED] and will determine from [REDACTED] exact details of his purchase of the 1955 Chevrolet Corvette in February of 1978, at the Atlantic City, New Jersey, auction.

Will also determine how previous owner, [REDACTED] represented the automobile to [REDACTED]

Will further determine if [REDACTED] suspected that the automobile may not be one of Elvis Presley's former automobiles.

[REDACTED] stated that he did not replace the automobile's radio nor did he replace the transmission.

[REDACTED] said that he did nothing more than mount the bill of sale and nothing further to purport this car to be formerly owned by ELVIS PRESLEY. b7D

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XXXXXX
XXXXXXFEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

____ Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

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OM 87B-18813-7

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FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 5/7/81

[REDACTED] Evansdale, Iowa, provided the original car invoice Number 15208 from Don Allen Chevrolet Company, 1775 Broadway, New York 19, New York, which was dated January 18, 1955. This original invoice is owned by [REDACTED] of Oelwein, Iowa. The invoice indicates a 1955 Chevrolet Corvette convertible, red in color, bearing serial Number VE55S001102, was sold to Elvis Presley of 1034 Audobon Drive, Memphis, Tennessee, for a total cash price of \$3,864. The invoice further indicated that the 1955 Corvette had the following optional equipment and accessories:

- 1) 195 horsepower "turbo Fire V-8" engine.
- 2) Three speed manual transmission.
- 3) Wonderbar radio (signal seeking).
- 4) Trunk mat.
- 5) Floor mats.

Investigation on

4/27/81

Waterloo, Iowa

File # Omaha 87B-18813-8by SA [REDACTED]b7C

Date dictated

5/1/81

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FEDERAL BUREAU OF INVESTIGATION
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Deleted under exemption(s) _____ with no segregable material available for release to you.

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Information pertained only to a third party. Your name is listed in the title only.

Document(s) originating with the following government agency(ies) _____, was/were forwarded to them for direct response to you.

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Duplicate copies of HQ 87-153820-3

For your information: _____

The following number is to be used for reference regarding these pages:
OM 878-18813-9;10

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FEDERAL BUREAU OF INVESTIGATION

5/8/81

Date of transcription

[REDACTED] was interviewed at his residence regarding his acquisition of a 1955 Chevrolet Corvette Convertible, VIN VE55S00102.

[REDACTED] advised that his hobby is to restore collector type cars and sell them at auctions. Over the past 10 years, [REDACTED] has restored and sold over 80 cars, most of which were sold through the Kruse Auctioneers based in Auburn, Indiana.

Sometime during November, 1977, [REDACTED] read an advertisement in the New York Times offering a 1955 Corvette for sale. [REDACTED] contacted the seller, name unrecalled, a New Jersey resident, and offered \$4,000.00 in cash. The seller agreed and [REDACTED] took possession of the automobile. At the time of sale, the seller provided a Don Allen Chevrolet bill of sale in the name of ELVIS PRESLEY and a window options sticker. Additionally, the seller provided an out of state title in the seller's name. b7D

[REDACTED] then invested \$8,000.00 to \$10,000.00 in all new original chrome, wheels, tires, new upholstery, and new hub caps, which were purchased from Lincoln Corvette's in Nebraska.

[REDACTED] advised that in all, he had invested approximately \$14,000.00 in this automobile, and if necessary, he should be able to locate many of the receipts which corroborate his expenses in refurbishing the automobile.

In approximately February, 1978, [REDACTED] offered this automobile for sale through Kruse Auctioneers in New Jersey, where the vehicle was sold to [REDACTED] for \$17,500.00, less 8% commission to Kruse. According to [REDACTED] he furnished the original title in the name of the New Jersey seller to Kruse when the car was sold as well as the window sticker and Don Allen Chevrolet bill of sale.

[REDACTED] further stated that he profited no more than \$3,000.00 on the automobile and could not verify that this vehicle was in fact, formerly owned by ELVIS PRESLEY. Therefore, [REDACTED] sold the car for very little profit. [REDACTED] said that if were able to verify this claim, the automobile would have been worth approximately \$100,000.00 as a collector's item.

5/8/81

Reposit, New York

0787B-18813-71

BQ 87B-83477

Investigation on [REDACTED]

SA [REDACTED]

b7C

5/8/81

Date dictated

Memorandum



To : SAC, OMAHA (87B-18813)

Date MAY 27 1981

From : SAC, BROOKLYN-QUEENS (87B-83477) (RUC)

Subject : [REDACTED]

b7C

1955 CHEVROLET CORVETTE CONVERTIBLE,
VIN VE55S00102 FORMERLY OWNED BY ELVIS PRESLEY,
VALUED AT \$34,000.00

ITSP(B)
(OO: OM)

Enclosed for Omaha is an original and six (6) copies
of an FD-302 and original notes.

On 5/8/81, [REDACTED] was interviewed regarding his acquisition and subsequent sale of captioned vehicle. According to [REDACTED] over the past 10 years he has purchased and sold over 80 "collector's cars" through the Kruse Auctioneers. [REDACTED] purchased captioned vehicle for \$4,000.00 from a New Jersey resident and placed \$10,000.00 in parts into this car in order to refurbish it. [REDACTED] purchased the car with a bill of sale in the name of ELVIS PRESLEY as well as the window options sticker. The New Jersey seller name unrecalled, also provided the title for the vehicle. When [REDACTED] sold the car, the same original title in the name of the New Jersey owner, was passed along to Kruse Auctioneers. [REDACTED] made no changes to the radio or transmission. According to [REDACTED] he mounted and laminated the bill of sale but could not be absolutely sure the car was in fact, ELVIS PRESLEY's. [REDACTED] stated that if he were able to positively prove this car belonged to PRESLEY, he would have been able to sell it for \$100,000.00. [REDACTED] sold the car to [REDACTED] through Kruse for \$17,500.00 less 8% commission for Kruse. Resultingly, [REDACTED] profited less than \$3,000.00 on the car.

b7D

2-Omaha (Encls. 8) fmf
1-Brooklyn-Queens

[REDACTED] (3)

b7C

87B-18813-18

SEARCHED INDEXED SERIALIZED FILED
FBI-BROOKLYN-QUEENS

JUN 2 1981



b7C

RECORDED

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BQ 87B-83477

LEADS

OMAHA, NEBRASKA

AT WATERLOO, RA. Will, if deemed necessary, contact Kruse Auctioneers, Auburn, Indiana, 46707, and determine if their records reflect a photocopy of the title surrendered by [REDACTED] at the time of sale. This title will reflect the New Jersey owner who sold the vehicle to [REDACTED] and thereafter, interview the previous owner.

b7D

UNITED STATES GOVERNMENT

memorandum

DATE: 6/15/81

REPLY TO: SAC, OMAHA (87B-18813) (P)

SUBJECT: CHANGED I. O.

SEX

1955 CHEVROLET CORVETTE CONVERTIBLE,
VIN VE55S00102, FORMERLY OWNED BY
ELVIS PRESLEY, VALUED AT \$34,000
ITSP (B)
OO: Omaha

TO: SAC, ST. LOUIS

Title marked Changed I. O. to add the name
of subject [REDACTED] b7C

Enclosed for each receiving office is one copy
of an invoice Number 15208 from Don Allen Chevrolet, 1775
Broadway, New York 19, New York, dated 1/18/55, for a
1955 Chevrolet Corvette convertible, sold to Elvis Presley,
1034 Audobon Drive, Memphis, Tennessee, for a total cash
price of \$3,864.

For the information of receiving offices, [REDACTED]
[REDACTED] purchased a 1955 Chevrolet Corvette convertible,
red in color, VIN VE55S00102, at the Kruse Antique Car
Auction in Atlantic City, New Jersey, on 2/19/79, for
the purchase price of \$34,000. This vehicle was purported
to be a vehicle previously purchased and owned by Elvis
Presley of 1034 Audobon Drive, Memphis, Tennessee. Mr.
Presley, according to the only supporting document available,
a bill of sale, Number 15208, purchased the vehicle on or
about 1/18/55, from Don Allen Chevrolet, 1775 Broadway,
New York City, New York. The Don Allen Chevrolet Company
of New York City has been out of business since 1966. b7C

2-St. Louis (Enc. 1)

2-Memphis (Enc. 1)

2-Newark (Enc. 1)

2-Omaha

(8)

Search [REDACTED] b7C
Serialized [REDACTED] b7C
Indexed [REDACTED] b7C
Filed [REDACTED] b7C

87B-18813-13



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
REV. 7-78
GSA FPMR (41 CFR) 101-11.1
0010-112

166

[REDACTED] read an article in the 9/25/79 issue of "Old Cars Weekly" that questioned the authenticity of the 1955 Corvette due to the fact that the automobile has a three-speed manual transmission and also a WonderBar station-seeking radio. According to several Corvette authorities, these options were not available in January of 1955. There is also a question as to whether or not the Turbo Fire V8 engine was available in January of 1955.

The State Attorney General's Office from Des Moines, Iowa, conducted a preliminary investigation in this matter for [REDACTED] however, they were unable to prove or disprove the authenticity of the invoice in question.

On 11/10/79 a letter was sent to [REDACTED] West Chester, Pennsylvania, who had sold the vehicle to [REDACTED] at the Kruse Auction. [REDACTED] attorney, [REDACTED] advised the Attorney General's Office by letter that [REDACTED] had purchased the vehicle in Atlantic City, New Jersey, during February of 1978, from a Mr. [REDACTED] Neponsit, New York 11694, for a purchase price of \$17,500. According to [REDACTED] attorney, the vehicle had been represented by [REDACTED] as formerly belonging to Elvis Presley; and [REDACTED] had made available the invoice document in question.

On 10/11/79 contact was made with Attorney at Law D. Beecher Smith, II, Suite 2000, Number One Commerce Square, Memphis, Tennessee, telephone number (901) 525-1322, the attorney handling the estate of Elvis Presley. Smith told the Attorney General's Office from Des Moines, Iowa, that his office would not be able to help in the investigation due to the fact that most of the records per any business transactions by Presley prior to 1973 were destroyed.

[REDACTED] of Neponsit, New York, was interviewed on 5/8/81, and he indicated that he was a collector of cars and sold over 80 cars during the past 10 years through the Kruse auctioneers. [REDACTED] admitted buying captioned vehicle for \$4,000 from a New Jersey resident; and he, himself, spent \$10,000 in parts for the Corvette in order to refurbish it. [REDACTED] advised he did not change the transmission of the automobile, nor did he install a new radio in the car. [REDACTED] was not able to provide the name of the individual who owned

OM 87B-18813

the car; however, he did indicate that he bought the car from a man who lived in New Jersey. [redacted] advised that the invoice, or bill of sale that he received when he purchased the car from the man in New Jersey, was sold to him with the car and he laminated the invoice himself.

[redacted] stated that if he were able to positively prove the car belonged to Elvis Presley, he would have been able to sell it for \$100,000; but, in fact, he sold the car to [redacted] through the Kruse Auction for \$17,500 and his profit was less than \$3,000 on the car.

To date, [redacted] of West Chester, Pennsylvania, has not been reached for interview by the FBI.

The Iowa Attorney General's Office at Des Moines, Iowa, learned from the Department of Motor Vehicles for the State of New Jersey that the captioned automobile was purchased by [redacted] on 2/16/78 from [redacted] of [redacted] Basking Ridge, New Jersey, telephone number [redacted]

The original of the enclosed invoice was examined by the Document Section of the FBI Laboratory and it was noted that there were several corrections made on the document and also it appeared as though there were areas in which the lines and several letters had been retouched as is often the case in the production of counterfeit documents. The typewriter used to prepare the document and the Correcto-type tape used to make typewriter corrections were both available commercially in 1955. The FBI Laboratory would need an original Don Allen Chevrolet car invoice to compare [redacted] invoice to in order to specifically state whether or not the document was a fraud.

LEADS

ST. LOUIS DIVISION

AT ST. LOUIS, MISSOURI

Will contact the Chevrolet Manufacturing Plant, Corvette Division, and attempt to determine if captioned 1955 Chevrolet

OM 87B-18813

Corvette automobile with VIN VE55S00102 could have been manufactured with the following optional equipment and accessories:

- 1) A 195 horsepower "Turbo Fire V8" engine.
- 2) A three-speed manual transmission.
- 3) A WonderBar signal-seeking radio.

MEMPHIS DIVISION

AT MEMPHIS, TENNESSEE

Will contact D. Beecher Smith, II, Attorney at Law, Suite 2000, Number One Commerce Square, Memphis, Tennessee, telephone number (901) 525-1322, the attorney handling the estate of Elvis Presley, and determine from Mr. Smith if it would possible to identify the insurance company used by Presley to insure his automobiles and other vehicles.

If the insurance company is identified and if a representative office of that company is located in Memphis, Tennessee, will contact the office to determine if captioned vehicle is listed among the vehicles insured by Presley.

NEWARK DIVISION

AT BASKING RIDGE, NEW JERSEY

Will interview [REDACTED] to determine the facts surrounding his purchase and subsequent ownership of captioned automobile.

7
b7c

Will determine how [REDACTED] came into possession of the enclosed invoice which he provided to [REDACTED] when he sold the car to [REDACTED]

Will determine from [REDACTED] whom he purchased the vehicle from and what he paid for the car when he bought it.

OM 87B-18813

Will determine from [redacted] if he altered or
renovated the automobile in any way while he owned it, and
will obtain copies of any documents [redacted] might have
which would support a claim that the vehicle was formerly
owned by Elvis Presley.

b7c

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/20/81

[REDACTED] West Chester, PA,
 [REDACTED] West
 Chester, PA, telephone [REDACTED] was contacted at the office
 of [REDACTED] and furnished the following
 information:

On February 18, 1978, [REDACTED] attended the Kruse Auction in Atlantic City, NJ, during which time [REDACTED] registered a 1955 Chevrolet Corvette with Kruse and representing the car by publicly announcing that it had originally belonged to Elvis Presley and that he was selling same. [REDACTED] further announced that he had the original bill of sale with Presley's name on it that was mounted on a plaque which he displayed. The bill of sale looked authentic to [REDACTED] and he had no reason to believe that the car was not one of Elvis Presley's former automobiles and that he bought the car based on the Elvis Presley bill of sale.

[REDACTED] subsequently bid \$17,500 for the Corvette which bid was accepted. He paid Kruse for the car by check which cleared and received the bill of sale at the time of purchase. [REDACTED] stated that he received no other paper work other than the Presley bill of sale. b7D

[REDACTED] had never met [REDACTED] prior to the purchase of the car and has had no contact with him since.

[REDACTED] kept the Corvette for a year during which he kept it in a garage except for displaying it at a custom car show in Philadelphia, PA, for which he received no money. He trailered the car to and from the show in a covered trailer. When [REDACTED] purchased the car it had a three-speed transmission. He does not remember anything concerning the car's radio. He stated that there was nothing irregular about the car and that he made no physical changes to the car whatsoever with the exception of improving it's cleanliness.

[REDACTED] furnished a copy of the above mentioned bill of sale to Special Agent [REDACTED] which indicates that on January 18, 1955, Presley, 103 Audobon Drive, Memphis, TN, purchased a new 1955 red Chevrolet Corvette, VIN VE55S001102 from Don Allen Chevrolet, 1775 Broadway, New York, NY, for \$3,864, bill of sales #15208, invoice #SS-203.

15675-74
 Investigation on 5/20/81 at West Chester, PA File # 87B-28890 (NSRA)

by SA [REDACTED] b7C

Date dictated

5/20/81

PH 87B-28890

1

The following investigation was conducted by Special Agent [REDACTED] at Newtown Square, PA.

On May 8, 1981, a review of the 1980 Bell Telephone Company of Pennsylvania, Alphabetical Telephone Directory for West Chester, PA, disclosed two listings for [REDACTED] West Chester, PA, non published telephone number.

b7C

7-25-18813-15

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 19 1981	
FBI - OMAHA	

b7C

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UNITED STATES GOVERNMENT
memorandum

DATE: 6/10/81

TO: SAC, PHILADELPHIA (87B-28890)(NSRA)(RUC)

SUBJECT: [REDACTED]

b7C

1955 CHEVROLET CORVETTE CONVERTIBLE,
TO: VIN VE55S00102, FORMERLY OWNED BY
ELVIS PRESLEY, VALUED AT \$34,000,
ITSP (B)
(OO:OM)

SAC, OMAHA (87B-18813)

Re Omaha letter to New York and Philadelphia,
4/13/81.

Enclosed for Omaha is a copy of a bill of sale
#15208, concerning a 1955 Corvette purchased by Elvis Presley
on 1/18/55 from Don Allen Chevrolet, 1775 Broadway, New York, NY.
Also enclosed for Omaha is the original and one copy each of an
investigative insert reflecting investigation conducted at
Newtown Square, PA, and an FD-302 reflecting interview with
[REDACTED] on 5/20/81 at West Chester, PA.

b7D

② Omaha (Encl. 5) *jm*
1 - Philadelphia (87B-28890)(NSRA)

[REDACTED]
(3)

b7C

-1*-

b7C

57B-18813-16

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 19 1981	
FBI - OMAHA	

[REDACTED]

OPTIONAL FORM NO. 10
(REV. 1-80)
GSA FPMR (41 CFR) 104-11.6
GPO 1-114

U.S. Government Printing Office: 1980-511-102/60040

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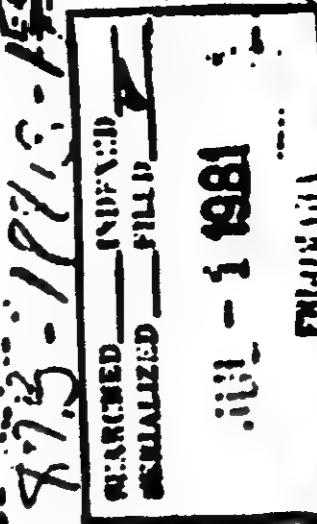
Corvette News -
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8-346-5727

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The Corvette Black Book

Published By
Michael Bruce Associates, Inc.
Post Office Box 396
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HOW TO USE THIS INFORMATION

As most automobiles, Corvettes are laden with a plethora of number designations. Some numbers are insignificant, but others can be important in determining a Corvette's authenticity. Here's what to check.

Body/Chassis Number

The most familiar number is the body/chassis number, also referred to as the serial number, or vehicle identification number. It is this number which appears on most auto titles, though some states have used others such as engine numbers.

The body/chassis number is assigned during vehicle assembly. Each car receives its own individual number in sequence. Though the format of the body/chassis number has been changed for the Corvette several times it will, at the very least, indicate the year of production and when the car was assembled relative to others during the same model year.

The body/chassis number is stamped into a plate which is attached to the body of each Corvette. The location of the plate varies with different years.

From 1953 through early 1960, the plate was attached to the driver's side door post. Most 1960 and all 1961 through 1962 models have the plate attached to the steering column in the engine compartment. The 1963 through 1967 models have the plate attached to the instrument support brace under the glove box. The serial plate for 1968 and newer Corvettes is attached to the dash panel or windshield post, visible through the windshield.

In addition to the serial plate, the body/chassis number is also stamped into the frame in several locations in most Corvettes. From 1960 on, the sequential portion of the number is also stamped into the engine block, on a pad just forward of the passenger-side engine head.

Except for 1955, the body/chassis number does not reveal which engine a Corvette has, until 1972 when the number format was revised to include a letter which was coded to engine type.

Engine Numbers

When a Corvette V-8 engine block is cast at a foundry, two important numbers become an integral part of the casting. One is a seven digit GM part number which appears as a uniform, raised numerical series located on the

top rear, driver's side of the engine block. In the tables, this number is referred to as the engine casting number. The number remains the same for similar series of blocks. For some Corvette years, the same engine casting number will appear on all engines, regardless of horsepower. In some cases, the same blocks are interchangeable with Chevrolet passenger cars. Therefore, verification of this number does not necessarily indicate the correctness or originality of a Corvette engine installation.

Another important number is cast into the block at the foundry. This number is smaller than the engine casting number and more rough in appearance. This is because it is changed daily to correspond to the date of casting. The code usually appears as three or four characters, a letter followed by numbers. The letter indicates the month of casting. The day is indicated by the first one or two numbers. The last number indicates the year. Thus, A122 would appear on a block cast on January 12, 1962 (or 1972). The code is on the top rear, passenger-side of the block.

When a Corvette engine is assembled at a Chevrolet engine plant, an important number is stamped into the engine block, on a pad just forward of the passenger-side engine head. This number is usually seven or more characters. The first character is alphabetic and signifies the manufacturing plant location. The next four digits are numerical and indicate month and date of engine assembly. The last one or more characters are alphabetic and designate the intended use of the engine. The last alphabetic characters are referred to as "engine suffix" in our tables for Corvette V-8 engines, and are almost always unique to Corvette usage. A stamped engine number of T0112RF would translate to a Corvette fuel injected engine (RF), built on the 12th day (12), of January (01), at the Tonawanda (T) engine plant.

Considerable emphasis is placed by Corvette enthusiasts on engine/chassis originality and, because of this, "counterfeit" cars with number alterations are becoming more common. Absolute authenticity is nearly impossible to determine, but knowledge of the chassis and engine numbering systems can reduce risk to a minimum. Remember that:

- (1) 1959 and older Corvettes have many identification numbers, but the chassis was not directly keyed to the engine when the car was assembled.
- (2) 1960 and newer Corvettes have digits of the body/chassis serial number stamped into the engine block during final vehicle assembly.
- (3) When a Corvette engine is assembled, it is stamped with a source, date, and usage code. The stamping "pad" location is the same as later used for stamping the sequential portion of the body/chassis number during vehicle assembly.
- (4) When the block for a Corvette engine is cast, it receives a part number and a date code. Verification of the part number will not determine specific correctness, but will indicate that the engine is from the correct "family". The date code should pre-date the final engine assembly date.

Several other numbers are listed in our table for other "bolt on" engine components, especially for earlier Corvettes. Many of these numbers are important, particularly in concours events, but the originality of the engine block is by far the most important consideration.

Options

This section should be read with caution. Practically every piece of GM literature contains some type of disclaimer as "... accurate at press time, but manufacturer reserves right to change options and prices without notice." The purpose of the wording is obvious. Prices and options do change, and not just at model change time. There have been Corvette model years when suggested prices have changed four times. Manufacturing problems, both within GM and at supplying vendors, may cause listed options never to be available. Public demand may force an option to be listed mid-year but that option may never appear in promotional literature.

The data for the options tables was assembled from the inputs of several sources. Wherever possible, early production information was used. In some cases options advertised, but not actually installed in Corvettes, are included with explaining footnotes.

Starting in 1967, Chevrolet attached an option list to the top of Corvette gas tanks during assembly. Provided the list has not been removed, verification of original factory-installed options can be made by dropping the tank on 1967 and later models. Other than original purchase information, such as window price stickers, positive verification is difficult for earlier models.

Emission controls required by the Federal Government have usually been included in the base cost of Corvettes. Regional requirements, such as for California and high altitude areas, are usually not included in base costs since these typically exceed Federal standards. For example, 1966 Corvettes sold in California were equipped with Air Injector Reactors (RPO K19) which cost customers an extra \$47.55 retail. California requirements for 1973 Corvettes included a \$15.00 assembly line emissions test (RPO YA7), and certification (RPO VJ9), a no-charge "option." Because of the regional aspects of emissions equipment and yearly fluctuations, this information is not included in the option tables.

Colors

Some controversy will always exist regarding factory available colors for Corvettes. This is especially true for the 1962 and older Corvette models.

Prior to the 1963 model Corvette, no paint identification coding was affixed to the Corvette body. Thus, if an earlier Corvette is re-painted carefully enough, the color can be changed without detection. Easier said than done, and most repaint can be recognized if inspected closely enough. But the lack of positive ID plate verification keeps the paint controversy brewing.

The "code" listed in the tables is the exterior color code stamped on a plate which is affixed to Corvette bodies starting in 1963. The plate is on the dash support member under the glove box in 1963 through 1967 models, and on the driver's side door post in 1968 and newer models.

Chevrolet has always used lacquer for the exterior body surfaces of Corvettes. 1957 and older Corvettes were painted with nitrocellulose lacquer, except for Inca Silver models which were acrylic lacquer. All 1958 and newer Corvette models were factory painted with acrylic lacquer. For refinishing, the acrylic colors are generally available from most major suppliers. The

nitrocellulose colors can be a problem, since many paint formulas for the older colors have been pulled from local suppliers by paint manufacturers. The Corvette enthusiast has the choice of cross-referencing to an acrylic equivalent, or using original nitrocellulose lacquer supplied by vendors who service the antique auto market.

In using the "interiors" portion of the tables, it should be remembered that the interior-exterior combinations listed were not necessarily the only ones available. The combinations were generally limited in earlier years to those specified by Chevrolet, but in later years the combinations are only factory recommendations. If a customer wished a light blue '78 with a red interior he could have it, provided the dealer marked the order blank to indicate a non-recommended customer preference.

Color availability often changes. Some colors listed by Chevrolet for Corvettes were never used, while others not listed have. For instance, the Saffron exterior color listed for the 1978 Corvette was withdrawn before production and replaced with Mahogany. Another problem is that many published listings of Corvette colors are incomplete. A flagrant example is the often printed list of three 1963 exterior colors, red, blue, and silver. Actually, there were seven exterior colors available. Even GM's dealer parts books are incorrect.

Summary and Caution

This publication, especially the section to follow, is intended to promote the fun and enjoyment of the Corvette hobby by presenting useful information in a readily accessible format. A great deal of effort has been expended in compiling the data and verifying it, including checking by many of the country's foremost Corvette enthusiasts prior to publication.

But almost nothing is absolute in the world of automobiles, especially Corvettes. A very high percentage of the following data is accurate for a high percentage of Corvettes, but exceptions are possible in almost every category.

Because of the very nature of auto production, a totally accurate listing of automotive facts, particularly related to part numbers, is impossible. General Motors does not document every production change made. The replacement parts aspect of General Motors is keyed to function, not originality. Parts are interchanged during production when shortages occur. New parts inventories are not always phased in so that all "old" parts are used before new.

The information in the tables to follow has been obtained from hundreds of sources. The sources range from published General Motors documents to surveys taken by organizations like The National Corvette Restorer's Society. Some of the data has never before been published. Information derived from surveys and observation tends to be accurate but not necessarily totally inclusive since it is based on a sampling of vehicles.

In short, you should never rely on published data as the final guideline in determining a Corvette's value. It can be helpful to you, but in the end you must balance it with good judgement, logic, and common sense.

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1953 CORVETTE

1953 SERIAL NUMBERS

Body and Chassis: E53F001001 through E53F001300

Engine Serial: LAY prefix

Block Casting: 3701481

Head Casting: 3836066

Distributor: 1112314

Generator: 1102793

Starter: 1107109 (2-coil), 1107075 (service)

Carburetors: Carter YH2066S (early)

Carter YH2066SA (late)

• Headlight rim and bucket components are numbered in matched sets for assembly. However, the assembly numbers do not necessarily correspond exactly to the serial number of the car.

1953 FACTS

- 1953 models have two interior hood releases, one for each latch.
- 1953 models have "short" exhaust extensions.
- Approximately the first 25 Corvettes made in 1953 had the "dome" wheel covers common to Chevrolet passenger cars. These were used while waiting for delivery of the regular Corvette covers.
- Standard Corvette production wheel covers (1953-1955) are single stamped discs with two chrome "spinner" ornaments attached parallel to a central Chevrolet Bow Tie emblem. An estimated 25 sets of caps were made with the spinner mounted perpendicular. These are rare and expensive.
- Early wheel discs have spinners which are plated brass forgings, but suppliers later changed to plated zinc die castings.
- General Motors recently stamped several hundred "new" wheel discs for 1953-1955 Corvettes. They do not have the spinners or the indentations where the spinners mount.
- Wire wheels were not available, although some 1953 Corvettes were so equipped by dealers.
- Only the 1953 model came with black oil cloth window storage bags.
- Antennas were standard on all 1953 Corvettes and consist of a mesh screen fiberglassed into the inside surface of the trunk lid.
- 1953 parking brake brackets are painted red 1954 and later are black.
- 1953 trunk lids do not have moisture absorbant container for license recess found in 1954 and 1955 models.
- Early 1953 models (up to #175) use a foot operated windshield washer.

• The valve cover of the 1953 Corvette is a unique variation of the standard 1953 Chevrolet passenger car cover. The Corvette version is flattened at the forward end for hood clearance. The cover differs from later years by its dual central hold-down bolts. Later covers are held by bolts around the periphery. The 1953 cover has the words "Blue Flame" on the passenger side and "Special" on the driver side.

- 1953 valve covers are finished in blue-green engine enamel.
- The radiator surge tank of the 1953 and early 1954 models is unique. Its surface is smooth but later units have rigidity bands stamped in.
- Early 1953 models use a unique gas filter door. Later units were redesigned for better access. The change occurred between models #83 and #91.
- The 1953 carburetor connecting linkage is a one-piece stamping.
- The location of the fuel filter in the 1953 model is in the fuel line, just forward of the front carburetor.
- Of the 300 1953 Corvettes made, about 225 are accounted for today. Both the third and fourth Corvettes off the Flint assembly line are alive and well in the hands of private owners. The first and second Corvettes made are missing. Rumors and stories never cease, but the most commonly accepted explanation of the whereabouts of the first two Corvettes is that they were both sent to Chevrolet Engineering for testing and eventual destruction. However, conclusive documents supporting their destruction have never been located.
- 1953 exhaust valves are shorter than later models.
- 1953 brake and fuel lines run outside the chassis frame. Later models, starting early in 1954 production, run along the inside.
- Ignition shielding in the 1953 model consists of upper and lower formed metal shields. They are painted, not plated.
- The starters in the 1953 model use a two-field coil.
- The road draft tube in most 1953's has a smooth top surface. Some 1953's and all later units have an "X" stamped in for flex resistance.
- 1953 trunk mats are unique to the year, being slightly smaller than later years. The mat number is #4536966.

1953 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
2934	Base Corvette Convertible	3498.00
101A	Heater	91.40
101B	Signal Seeking AM Radio	145.15

- Prices shown include federal excise taxes. Local taxes and dealer charges were not included and varied throughout the country.
- Although listed as options, both the heater and radio were installed in all 1953 Corvettes built.

1953 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Polo White	Black	Red	Red

1954 CORVETTE

1954 SERIAL NUMBERS

Body and Chassis: E54S001001 through E54S004540

Engine Serial: F54YG suffix

Block Casting: 3835911

Head Casting: 3836241

Distributor: 1112314

Generator: 1102793

Starter: 1107109 early (2-coil), 1108035 later (4-coil)

Carburetors: Carter VH2066SA

1954 FACTS

- Early production 1954 models have two interior hood releases. Later models have a single interior release which activates both hood latches.
- The window storage bag for the 1954 is color keyed to the car's interior (red or beige). The design is more square in shape than the previous model.
- The 1954 Corvette valve cover is similar to the redesigned 1954 Chevrolet passenger car cover. Both are attached to the head by stovebolts around the cover's periphery. In the case of the Corvette, the valve covers can be either chrome plated or finished in engine enamel blue. The painted Corvette cover has the decals "Blue Flame" and "150" reading from the passenger side.
- The radiator surge tank of the 1954 Corvette, except for very early models, has two rigidify bands formed in the tank. All tanks are chrome plated.
- 1954 Corvettes have vacuum operated windshield washer systems which are activated by pushing a button on the windshield wiper switch.
- The 1954 carburetor connecting linkage is a fabricated three-piece link.
- The 1954 fuel filter is mounted on the right side of the engine block adjacent to the fuel pump.
- 1954 brake and fuel lines are routed inside the frame members, except for very early models.
- Ignition shielding in the 1954 model consists of upper and lower formed metal shields. They can be painted or chrome plated. Although most 1954 models are now seen with both the valve cover and shielding chrome plated, or both units painted, the factory did not necessarily assemble the shields and covers as matched finish sets. Combinations of plated and painted units exist.
- The starters in the 1954 models use four-field coils, except for very early production models.
- The road draft tube in the 1954 model has an "X" stamped in the top surface for rigidity. Most used in 1953 were smooth.

- Early 1954 models have the "bullet" air cleaners common to the 1953 model. Models later than #2906 have the dual "pot" apparatus, designed in part to reduce the chance of engine fires.
- The "Blue Flame Six" engine used in all 1954 Corvettes carries a rating of either 150 or 155 HP. The higher horsepower was a running change made during 1954 by revising the camshaft design. Externally the engines are the same, but the more powerful version can be detected by inspecting the camshafts. The later camshafts have three dots between #5 and #6 base cam lobes.
- All 1954 Corvettes have six volt electrical systems.
- 1954 radios are the same as 1953 except that during 1954 the tuning face received 640 and 1240 KC Conestrat national defense markings.
- All 1954 soft tops are tan canvas with top bows painted to match.

1954 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
2934	Base Corvette Convertible	2774.00
100Q	Directional Signal, Polo White	16.75
100R	Directional Signal, Pennant Blue	16.75
101A	Heater	91.40
102A	Signal Seeking AM Radio	145.15
2908	Whitewall Tires, 6.70x15	26.90
313M	Powerglide Automatic Transmission	178.35
420A	Parking Brake Alarm	5.65
421A	Courtesy Light	4.05
422A	Windshield Washer	11.85

• Prices shown include federal excise taxes. Local taxes and dealer charges are not included and varied. Prices effective October 28, 1954.

• The options list would seem to imply that a manual transmission was included in the base cost of the 1954 Corvette since the automatic is listed as an option, which was not the case. All 1954 models had the automatic.

1954 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Polo White	Beige	Red	Red
None	Pennant Blue	Beige	Red	Beige
None	Sportsman Red	Beige	Red	Red
None	Black	Beige	Red	Red

• The four colors shown are those known to have been used for 1954 Corvettes. White and blue were the main colors used (especially white) and together account for about 95% of the 1954 Corvettes built. Estimates of red usage are about 3%. Many enthusiasts believe that a handful of 1954 models were painted other colors. Part of this belief results from the substance of paint availability bulletins which indicate that several other colors were available. Also, some individuals claim to have genuine examples of factory original 1954 Corvettes with colors other than white, blue, red or black. The additional colors thought to have been available include Metallic Green and Metallic Bronze.

1955 CORVETTE

1955 SERIAL NUMBERS

Body and Chassis: VES55S001001 through VES55S001700*

Engine Serial: F55YG suffix (6 cylinder)

F55FG suffix (V-8 with powerglide)

F255GR suffix (V-8 with manual transmission)

Block Casting: 3835911 (6 cylinder)

3703524 (V-8)

Head Casting: 3836241 (6 cylinder)

Distributor: 1112314 (6 cylinder)

1110855, 1110847 (V-8)

Generator: 1102793 (6 cylinder)

1102025 (V-8)

Starter: 1108035 (6 cylinder-4 coil)

1107627 (V-8)

Carburetors: Carter YH2066SA (6 cylinder)

Carter WCFB 2218S, 2351S, 2366S, 3769S (V-8)

*The majority of 1955 models were equipped with V-8 engines and the body and chassis number carries a "V" prefix as indicated above. 1955 models equipped with the six cylinder engines do not have this prefix. 1955 is thus the only vintage Corvette year with a body/chassis number that identifies the type of engine installed. 1955 is also the only model year ever available with both six and eight cylinder engines.

1955 FACTS

- Total production of the 1955 model Corvette was 700 units. According to published data by the NCRS, of the last 555 models built (79% of total production) only six were equipped with the six cylinder engine.
- Externally, the six and eight cylinder models are similar, but the eight can be identified by a modification to the "Chevrolet" side identification consisting of an enlarged gold "V".
- Six cylinder 1955 model Corvettes are virtual duplicates of the 1954 models and still have the six-volt electrical system. The V-8 models have 12-volt systems.
- The V-8 engine offered in the 1955 Corvette was a 265CI modification of the Chevrolet passenger car engine introduced the same year. It is equipped with four-barrel carburetor, automatic choke and longer mufflers than previous six cylinder models. Horsepower was listed as 195.
- V-8 ignition shielding consists of chrome distributor and coil covers with bats, braided and grounded plug wires, and wire carriers behind the exhaust manifolds.

• V-8 engines equipped with the heater option had a manual heater cutoff valve located along the inner fender, spliced into the upper heater hose.

• Valve covers on the 1955 V-8 models are chrome plated with the Chevrolet script. They are held in place by four Phillips-head screws. The six cylinder valve covers are the same as 1954.

• Windshield washer activation in 1955 V-8 models is by floor pedal with coordinator.

• Hardtops were not available from the factory for the 1955 model (or the 1953-54), but several aftermarket tops were marketed, some through Chevrolet dealers.

1955 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
2934-6	Base Corvette Convertible—6 Cylinder	2774.00
2934-8	Base Corvette Convertible—8 Cylinder	2903.00
100Q	Directional Signal, Polo White	16.75
100R	Directional Signal, Pennant Blue	16.75
101A	Heater	91.40
102A	Signal Seeking AM Radio	145.15
2908	Whitewall Tires, 6.70x15	26.90
313M/N	Powerglide Automatic Transmission	178.35
420A	Parking Brake Alarm	5.65
421A	Courtesy Light	4.05
422A	Windshield Washer	11.65

• The base price of both the six and eight cylinder models included a manual three-speed transmission. The manual transmission was not available in early production, but some later V-8 equipped models have the standard transmission. The combination of six-cylinder and manual transmission has never been verified and it is believed that no such Corvettes were ever built.

• The V-8 engine offered in 1955 was technically not an option. Corvettes so equipped were actually separate models.

• All the options listed were mandatory purchase items with either the six or eight cylinder models except for #101A (heater), #102A (radio), and 2908 (whitewall tires).

1955 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Polo White	White/Beige	Red	Red
None	Harvest Gold	Dark Green	Yellow	Yellow
None	Gypsy Red	Beige	Red	Lt Beige
None	Corvette Copper	White	Bronze	Dk Beige
None	Pennant Blue	Beige	Red	Dk Beige

• The most confusing and controversial of all Corvette model years with regard to colors is 1955. Even though production was cut back to a mere 700 units, just how many colors were factory applied remains a mystery. The colors shown above are those indicated as being used for 1955 in GM material published in 1961.

1956 CORVETTE

1956 SERIAL NUMBERS

Body and Chassis: E56S001001 through E56S004467

Engine Suffix: FK: 210 HP, Automatic

GR: 225 HP, Manual

GV: 210 HP, Manual

GU: 240 HP, Manual

FC: 225 HP, Automatic

Block Casting: 3720991

Head Casting: 210 HP and early 225 HP (2-bolt exhaust manifolds)
240 HP and late 225 HP (3-bolt exhaust manifolds)

Distributor: 1110872, 1110879 (225, 240 HP) 1110866, 1110869,
1110878 (210 HP)

Generator: 1102043

Carburetors: Carter WCFB 2366S, 2366SA (210 HP)
Carter WCFB 2419S (front), 2362S (rear) (225 or 240 HP)

1956 FACTS

- The 1956 Corvette was the first major Corvette body redesign. With the exception of the dash which remained basically intact, the 1956 was visually new. It was given roll-up windows with optional power assists, external door handles and locks, exposed headlights with chrome surround bezels (except very early models which were painted), and a new sculptured side cove treatment.
- 1956 was the first year for a factory optional hardtop. The anodized header trim made it unique to the year. On some 1956's, the anodized trim is painted top color.
- The passenger seat in the 1956 model can be adjusted, the first Corvette with this feature.
- Seat belts were available for the first time in 1956. These were not factory options, but could be purchased through dealers as a kit. The belts were grey nylon with chrome-plated quick release buckles.
- The fresh air heater which heated outside "fresh" air (as opposed to drawing air from the car's interior and reheating it) was first used in the 1956 model. But very early production 1956 models still have the recirculating 1953-1955 type.
- The AM radio in the 1956 is transistorized, also a Corvette first. The station selector bar in 1956 models is plain. Models not equipped with a radio should have a special plate covering the dash mount location.
- All authentic 1956 engine valve covers have staggered hold-down holes and attach with Phillips head screws. The 210 HP engine has painted steel covers with the Chevrolet script. The 225 and 240 HP engines have 9-nub cast alloy covers.

- The windshield washer reservoir for 1956 is a blue vinyl bag.
- The 1956 Corvette was the first to come factory equipped with dual four-barrel carburetors. The proper air cleaners are buffed aluminum and have a reusable oil-wetted filter element. With the dual-fours came a cast aluminum intake manifold.
- 1956 is the first year for the dual point distributors, standard with all but the base engines.
- 1956 came factory equipped with a higher output battery (53 AMP hours) than the previous 12-volt system.

1956 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
2934	Base Corvette Convertible	2900.00
101	Heater	115.00
102	Signal Seeking AM Radio	185.00
107	Parking Brake Signal	5.00
108	Courtesy Lights	8.00
109	Windshield Washer	11.00
290	Whitewall Tires, 6.70x15	30.00
313	Powerglide Automatic Transmission	175.00
419	Auxiliary Hardtop	200.00
426	Electric Power Windows	60.00
449	Special High-Lift Camshaft	175.00
469	Dual Four Barrel Carburetor Equipment	160.00
473	Hydraulic Folding Top Mechanism	100.00

- A 440 series of optional paint combinations permitted the cove area to be painted beige or silver with specified exterior colors. The cost was \$18.00.
- The base price included a 265 CI, 210 HP V-8 engine with 4-barrel carburetor, a manually-operated soft top and a close ratio 3-speed manual transmission. The standard rear axle ratio with the manual transmission was 3.70:1, with a 3.27:1 optional. The optional automatic came with a 3.55:1 rear axle.
- Although not listed, heavy duty brakes may also have been available.

1956 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Onyx Black	Bk-W	Black	R
None	Aztec Copper	Bge-W	Copper	Bgs
None	Cascade Green	W-Bge	Green	Bgs
None	Arctic Blue	W-Bge	Blue	R-Bgs
None	Venetian Red	W-Bge	Red	R
None	Polo White	Bk-W	R-Si	R

ABBREVIATIONS: Bk = Black, R = Red, Bge = Beige, W = White.

- At additional cost, fender coves areas could be factory painted in offsetting colors. Factory brochures list Silver coves for Onyx Black, Arctic Blue and Polo White exteriors. Beige coves are specified for all other exteriors.

1957 CORVETTE

1957 SERIAL NUMBERS

Body and Chassis: E57S100001 through E57S106339
 Engine Suffix: EF: 220 HP, Manual FK: 250 HP, Automatic
 FH: 220 HP, Automatic EG: 270 HP, Manual
 EH: 245 HP, Manual EL: 283 HP, Manual
 FC: 245 HP, Automatic EN: 283 HP, Manual
 EM: 250 HP, Manual (w/air intake)

Block Casting: 3731548
 Head Casting: ■■■■■ All 283 HP
 ■■■■■ All except 283 HP
 Distributor: 1110891 (220, 245, 270 HP)
 1110906 (250 HP, Automatic)
 1110889, 1110905 (250, 283 HP Manual)
 1110908 (283 Manual, Special HP with tach-drive)
 Generator: 1102043 (standard tachometer drive)
 1102059 (non-tach drive, special EN suffix engine)
 Carburetors: Carter WCFB 23665A, 26555 (220 HP)
 Carter WCFB 26265 (front), 26275 (rear) (245 HP)
 Carter WCFB 26135 (front), 26145 (rear) (270 HP)
 Fuel Injection: 7014360 (early), 7014520, 7014800, 7014860

1957 FACTS

- The 1957 model is the first to be factory equipped with fuel injection. In its hottest form, the 1957 Corvette fuel injected engine puts out 283 HP, one horsepower for each cubic inch of displacement. Records show that 1040 fuel injected 1957 Corvettes were built.
- The optional hardtop for the 1957 Corvette has stainless steel header trim.
- The optional AM radio in the 1957 Corvette is the same as the 1956 transistorized unit, except the selector has the word "Wonderbar".
- Authentic 1957 engine valve covers have staggered hold-down holes and attach with Phillips head screws. The 220 HP engine has painted steel covers with the Chevrolet script. Optional engines use the 7 or 9rib cast alloy covers.
- The high performance EN fuel injected engine has a tachometer mounted on the steering column and a cold air induction system. Chevrolet cautioned buyers in sales literature that this engine was not for "pleasure driving" and certain options, such as the heater, were not available when RPO 579E was ordered. The number of 579E 1957 Corvettes was 43.
- The 1957 body is a carry-over from 1956.

1957 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
2934	Base Corvette Convertible	3176.32
101	Heater	110.00
102	Signal Seeking AM Radio	105.00
107	Parking Brake Alarm	5.00
108	Courtesy Lights	8.00
109	Windshield Washer	11.00
276	5-15x5.5" Wheels	14.00
290	Whitewall Tires, 6.70x15	30.00
313	Powerglide Automatic Transmission	175.00
419	Auxiliary Hardtop	200.00
426	Power Windows	55.00
440	Additional Cove Color	18.00
469A	Optional 245 HP, 283 CI Engine (2x4 Carb)	140.00
469B	Optional 270 HP, 283 CI Engine (2x4 Carb)	170.00
579A	Optional 250 HP, 283 CI Engine (Fuel Inj)	450.00
579B	Optional 283 HP, 283 CI Engine (Fuel Inj)	450.00
579E	Optional 283 HP, 283 CI Engine (Fuel Inj)	675.00
473	Power Operated Folding Top Mechanism	130.00
677	Positraction Axle, 3.70:1 Ratio	45.00
678	Positraction Axle, 4.11:1 Ratio	45.00
679	Positraction Axle, 4.56:1 Ratio	45.00
684	Heavy Duty Racing Suspension	725.00
685	4-Speed Transmission	175.00

• Fuel injection is thought of as a mid-year option, being available somewhere after #E57S102000, but Rochester actually began slow manufacture of FI units in October, 1956, so it is possible that a few (very few) early '57 Corvettes were factory fuel injected.

- The four-speed transmission became available on May 1, 1957.
- RPO 276 includes small hubcaps in place of the standard full discs. The wider rims didn't have the "bumps" to retain the full wheel cover discs.

1957 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Onyx Black	Blk-W-Bge	Black	R-Bge
None	Aztec Copper	Bge-W	Copper	Bge
None	Cascade Green	Blk-W-Bge	Green	Bge
None	Arctic Blue	Blk-W-Bge	Blue	R-Bge
None	Venetian Red	Blk-W-Bge	Red	R-Bge
None	Polo White	Blk-W-Bge	R-Sil	R-Bge
None	Inca Silver	Blk-W	Silver	R-Bge

ABBREVIATION: Blk = Black, R = Red, Bge = Beige, W = White, Sil = Silver

• At additional cost, fender coves areas could be factory painted in offsetting colors. Factory brochures list Silver coves for Onyx Black, Arctic Blue and Polo White exteriors. Beige coves are specified for all other exteriors except Inca Silver which showed an optional white cove. But evidence suggests that all Inca Silver 1957 models were solid silver.

1958 CORVETTE

1958 SERIAL NUMBERS

Body and Chassis: J58S100001 through J58S109168

Engine Suffix: CQ: 230 HP, Manual	CR: 250 HP, Manual
CT: 245 HP, Manual	DH: 250 HP, Automatic
CU: 270 HP, Manual	DJ: 245 HP, Automatic
CS: 290 HP, Manual	DG: 230 HP, Automatic

Block Casting: 3737730, 3756510

Head Casting: All except 290 HP
290 HP

Distributor: 1110890 (230 HP)
1110891 (245, 270 HP)
1110915 (250, 275 HP)
1110914 (290 HP, tach drive)

Generator: 1102043 (standard tachometer drive)
1102059 (non-tach drive, 290 HP)

Carburetors: Carter WCFB 2668S, 2669S, 3059S (230 HP)
Carter WCFB 2626S, 3181S (front-245 HP)
Carter WCFB 2627S, 2362S (rear-245 HP)
Carter WCFB 2613S, 3182S (front-270 HP)
Carter WCFB 2614S (rear-270 HP)

Fuel Injection: 7014900, 7014800, 7014960, 7014900R

1958 FACTS

- The 283 CI engine carried over to 1958, but horsepower in the strongest 1958 fuel injected engine was lifted to 290 HP. Just over 1000 of the 290 HP versions were built during the production year. About 500 of the mild-cam 250 HP fuel engines were made. The most popular engine was the base 230 HP which accounted for nearly 50% of 1958 production.
- All carbureted engines in 1958 were equipped with glass fuel filter bowls.
- Extensive restyling in 1958 included a new dash, new upholstery, new external fiberglass panels. The distinguishing features include dual headlights, a lowered hood and twin chrome trunk strips.
- The 1958 interior has a large 160 mph speedometer flanked by secondary instruments. The tachometer moved directly in front of the driver. A passenger grab bar is built into the right side of the dash. A central console and seat belts were standard equipment. The door panels are two piece.
- Correct carpeting for 1958 models is low-loop rayon pile.
- Authentic 1958 valve covers have staggered hold-down holes and attach with Phillips head screws. The 230 HP engine has painted steel covers with decal. Optional engines have covers which are 7-in cast alloy with decal.

- 1958 bumpers are anchored directly to the frame through support braces in such a way as to provide substantially more protection than earlier years.
- 1958 is the first Corvette with a 9-tooth grid. Previous years have 13 teeth.
- 1958 was the year of the switch to acrylic lacquer finishes for the Corvette. Previous years were nitrocellulose lacquer, except for Ica Silver which was also acrylic.

1958 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
867	Base Corvette Convertible	3591.00
101	Heater	96.85
102	Signal Seeking AM Radio	144.45
107	Parking Brake Alarm	5.40
109	Courtesy Lights	6.50
109	Windshield Washer	16.15
276	5 15x5.5" Wheels	NC
290	Whitewall Tires, 6.70x15	31.55
313	Powerglide Automatic Transmission	188.30
419	Auxiliary Headlight	215.20
426	Electric Power Windows	59.20
440	Additional Cove Color	16.15
469	Optional 245 HP, 283 CI Engine (2x4 Carb)	150.65
469C	Optional 270 HP, 283 CI Engine (2x4 Carb)	182.95
579	Optional 250 HP, 283 CI Engine (Fuel Inj)	484.20
5790	Optional 290 HP, 283 CI Engine (Fuel Inj)	484.20
473	Power Operated Folding Top Mechanism	139.90
677	Positraction Axle, 3.70:1 Ratio	48.45
678	Positraction Axle, 4.11:1 Ratio	48.45
679	Positraction Axle, 4.56:1 Ratio	48.45
684	Heavy Duty Brakes and Suspension	780.10
685	4-Speed Transmission	215.20

- Automatic transmissions were not available with #469C or 5790.
- RPO 276 included small hubcaps in place of the standard full discs. The wheels were painted body color.

1958 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Charcoal	BLK-W	Silver	C-BG-R
None	Snowcrest White	BLK-W-BG	Silver	C-BG-R
None	Silver Blue	W-BG	Silver	C-BG
None	Regal Turquoise	BLK-W	Silver	C
None	Panama Yellow	BLK-W	Silver	C
None	Signet Red	BLK-W	Silver	C-R

ABBREVIATIONS: BLK = Black, R = Red, W = White, C = Charcoal,
BG = Blue-Green

- At additional cost, fender cove areas could be factory painted in offsetting colors. Factory brochures list Ica Silver coves for Charcoal, Snowcrest White and Silver Blue exteriors. Snowcrest White specified for all other colors.

1959 CORVETTE

1959 SERIAL NUMBERS

Body and Chassis: J59S10001 through J59S109670

Engine Suffix: CQ: 230 HP. Manual	CR: 250 HP. Manual
CT: 245 HP. Manual	DM: 250 HP. Automatic
CU: 270 HP. Manual	DJ: 245 HP. Automatic
CS: 290 HP. Manual	DG: 230 HP. Automatic

Block Casting: 3737730, 3756519

Head Casting: 3756519

Distributor: 1110946 (230 HP)
1110891 (245, 270 HP)
1110915 (250 HP)
1110914 (290 HP, tach drive)

Generator: 1101043 (standard tachometer drive)
1102059, 1102173 (290 HP, non-tach drive)

Carburetors: Carter WCFB 2669S, 3059S, 2818S (230 HP)
Carter WCFB 2626S, 3181S (front-245 HP)
Carter WCFB 2627S, 2362S (rear-245 HP)
Carter WCFB 2613S, 3182S (front-270 HP)
Carter WCFB 2614S (rear-270 HP)

Fuel Injection: 7017200, 7017250, 7017300, 7017320

1959 FACTS

- Exterior 1959 styling is similar to 1958, but the 1959 does not have the hood nidges or the twin chrome trunk strips.
- Gauge lenses are concave (first year) in 1959 for easier reading. Also, the tach face was redesigned for easier reading.
- 1959 door panels were redesigned from the previous year by relocating the armrests for additional elbow room and by moving the door releases forward. Also, the 1959 door panel is one piece.
- 1959 is the first year for the "T" shifter handle with the reverse lockout to prevent accidental shifting into reverse.
- 1959 is the first year for the addition of the storage bin under the passenger grab bar. The grab bar itself is more heavily padded than the previous year.
- The seat upholstery material for 1959 models is smoother than the previous year and, for the first time in the Corvette's history, a black interior was available.
- The windshield washer reservoir (optional) on the 1959 model mounts on the left side for base engines and on the right side for all optional engines. Right side mountings are protected by heat shields.

• In late 1959, valve covers changed from staggered holes to straight across holes. The base engine has painted steel covers with decals. The optional engines have 7-rib cast alloy covers with decals. All attach with Phillips head screws.

1959 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
867	Base Corvette Convertible	3875.00
—	Additional Cove Color	16.15
101	Heater	102.25
102	Signal Seeking AM Radio	149.00
107	Parking Brake Alarm	5.40
108	Courtesy Light	6.50
109	Windshield Washers	16.15
261	Sunshades	10.80
276	5 15x5.5" Wheels	AC
290	Whitemall Tires, 6.70x15	31.55
313	Powerglide Automatic Transmission	199.10
419	Auxiliary Hardtop	236.75
426	Electric Power Windows	59.20
469	Optional 245 HP. 283 CI Engine (2x4 Carb)	150.65
469C	Optional 270 HP. 283 CI Engine (2x4 Carb)	182.95
579	Optional 250 HP. 283 CI Engine (Fuel Inj)	484.20
5790	Optional 290 HP. 283 CI Engine (Fuel Inj)	484.20
473	Power Operated Folding Top Mechanism	139.90
675	Positraction Axle, Optional Ratio	48.45
684	Heavy Duty Brakes and Suspension	425.05
685	4-Speed Transmission	188.50
686	Metallic Brakes	26.00

- Automatic transmissions were not available with #469C or 5790.
- RPO 276 included small hubcaps in place of the standard full discs. The wheels were painted body color.
- Base price of car included choice of hard or soft top.
- 1959 is the first year of sunshade availability.

1959 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Tuxedo Black	Blk-W	Black	Blk-Blu-R
None	Classic Cream	Blk-W	Black	Blk
None	Frost Blue	W-Blu	Black	Blu-R
None	Crown Sapphire	W-Tur	Black	T
None	Roman Red	Blk-W	Black	Blk-R
None	Snowcrest White	Blk-W-T-Blu	Black	Blk-Blu-T-R
None	Inca Silver	Blk-W	Black	Blu-R

ABBREVIATIONS: Blk = Black, R = Red, W = White, Blu = Blue,
T = Turquoise

- At additional cost, fender cove areas could be factory painted in offsetting colors. Factory brochures list Inca Silver coves for Tuxedo Black and Snowcrest White exteriors. Snowcrest White coves are specified for all other colors.

1960 CORVETTE

1960 SERIAL NUMBERS

Body and Chassis: 00867S100001 through 00867S110261
 Engine Suffix: CQ: 230 HP, Manual
 DG: 230 HP, Automatic
 CT: 245 HP, Manual
 CY: 275 HP, Manual
 CU: 270 HP, Manual
 (Alum. heads)
 CS: 315 HP, Manual
 CZ: 315 HP, Manual
 CR: 275 HP, Manual
 (Alum. heads)
 DJ: 245 HP, Automatic
 Block Casting: 3737730, 3756519
 Head Casting: All except 315 HP
 ■ 315 HP
 Distributor: 1110946 (230 HP)
 1110891 (245, 270 HP)
 1110915 (275 HP)
 1110914 (315 HP, tach drive)
 Generator: 1102043 (standard tachometer drive)
 1102173 (315 HP, non-tach drive)
 Carburetors: Carter WCFB 2669S, 3059S, 2818S (230 HP)
 Carter WCFB 2626S, 3181S, 2419 (front-245 HP)
 Carter WCFB 2627S, 2362S (rear-245 HP)
 Carter WCFB 2613S, 3182S (front-270 HP)
 Carter WCFB 2614S (rear-270 HP)
 Fuel Injection: 7017310, 7017200, 7017320, 7017250

1960 FACTS

- The 1960 was also the first year for the availability of cast aluminum heads. These were cast to the new fuel injection head design, but production quality problems associated with the casting of high silicon aluminum led to the withdrawal of the special heads from the market early in 1960.
- 1960 was the first year of availability for the aluminum radiator. Its 1960 use was limited to the high-lift cam engines.
- Because of increased horsepower ratings, only manual transmissions could be combined with the 1960 fuel injected engines. Previously, the milder fuel engines could be purchased with automatics.
- The base 1960 engine has painted steel valve covers with decals. Optional engines have the 7-rib cast alloy covers. All covers have straight across mounting holes and all attach with Phillips head screws.
- The windshield washer reservoir (optional) on the 1960 model mounts on the left side for base engines and on the right side for all optional engines. Right side mountings are protected by heat shields.

1960 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
867	Base Corvette Convertible	3872.00
—	Additional Cowl Color	16.15
101	Heater	102.25
102	Signal Seeking AM Radio	137.75
107	Parking Brake Alarm	54.00
108	Courtesy Light	6.50
109	Windshield Washers	
121	Temperature Controlled Radiator Fan	16.15
261	Sunshades	21.55
276	5 15x5.5" Wheels	10.80
290	Whitewall Tires, 6.70x15, 4-ply	AC
313	Powerglide Automatic Transmission	31.55
419	Auxiliary Hardtop	199.10
426	Electric Power Windows	236.75
469	Optional 245 HP, 283 CI Engine (2x4 Carb)	59.20
469C	Optional 270 HP, 283 CI Engine (2x4 Carb)	150.65
579	Optional 275 HP, 283 CI Engine (Fuel Inj)	182.95
5790	Optional 315 HP, 283 CI Engine (Fuel Inj)	484.20
473	Power Operated Folding Top Mechanism	484.20
675	Positraction Axle, Optional Radio	139.90
685	4-Speed Transmission	43.05
686	Metallic Brakes	188.30
687	Heavy Duty Brakes and Suspension	26.90
1408	5 6.70x15 Nylon Tires	333.60
1625A	24 Gallon Fuel Tank	15.75
		161.40

- Automatic transmissions were not available with #469C, 579 or 5790.
- RPO 276 included steel hubcaps in place of the standard full discs.

1960 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Tuxedo Black	BLK-W-BLU	As Body	BLK-BLU-R-T
None	Tasco Turquoise	BLK-W-BLU	As Body	BLK-T
None	Horizon Blue	BLK-W-BLU	As Body	BLK-BLU-R
None	Honduras Maroon	BLK	As Body	BLK
None	Roman Red	BLK-W	As Body	BLK-R
None	Ermine White	BLK-W-BLU	As Body	BLK-BLU-T-R
None	Sateen Silver	BLK-W-BLU	As Body	BLK-BLU-T-R
None	Cascade Green	BLK-W-BLU	As Body	BLK

ABBREVIATIONS: BLK = Black, R = Red, W = White, BLU = Blue,
 T = Turquoise

- At additional cost, fender cowl areas could be factory painted in offsetting colors. Factory brochures list Sateen Silver coves for Tuxedo Black and Ermine White exteriors. Ermine White coves are specified for all other colors.
- Soft top color availability may have changed during the 1960 model year.
- The 1960 Cascade Green was metallic and different from the color of the same name used in 1956-1957.

1961 CORVETTE

1961 SERIAL NUMBERS

Body and Chassis: 10867S10001 through 10867S110939

Engine Suffix: CQ: 230 HP, Manual	CR: 275 HP, Manual
CT: 245 HP, Manual	DJ: 245 HP, Automatic
CU: 270 HP, Manual	DG: 230 HP, Automatic
CS: 315 HP, Manual	

Block Casting: 3756510

Head Casting: ~~all~~ All except 275 and 315 HP
275 and 315 HP

Distributor: 1111500, 1110946 (230 HP)
1110891 (245, 270 HP)
1110915 (275 HP)
1110914 (315 HP, tach drive)

Generator: 1102043 (standard tachometer drive)
1102173, 1102268 (315 HP, non-tach drive)

Carburetors: Carter WCFB 2669S, 3059S, 2818S (230 HP)
Carter WCFB 2626S, 3181S, 2419S (front-245 HP)
Carter WCFB 2627S, 2362S (rear-245 HP)
Carter WCFB 2613S, 3182S (front-270 HP)
Carter WCFB 2614S (rear-270 HP)

Fuel Injection: 7017310, 7017200, 7017320, 7017250

1961 FACTS

- The aluminum radiator became standard in the 1961 model. Most had separate expansion tanks, but some had tanks built into the top of the radiator.
- Though not a complete styling revision from the previous year, the 1961 model incorporated several visual differences. It is the first Corvette built without heavy "teeth" in the grill, replacing them with mesh. The forward headlight bezels are body color. The rear end for 1961 is the first to feature four taillights.
- Sometime during 1961 production, the round side-mount radiator expansion tanks began to be used.
- Interior styling for the 1961 model is similar to previous years, but more room was created by reducing the width of the transmission tunnel by 20%.
- 1961 is the first year to feature exhausts that exit below the body. All previous years exit through the body or through the bumpers.
- 1961 is the last Corvette with optional "wide white" tires.

- The base 1961 engine has painted steel valve covers with decals. Optional engines have the 7-rib cast alloy covers. All covers have straight across mounting holes and all attach with Phillips head screws.
- The windshield washer reservoir (standard) on the 1961 model mounts on the left side for carbureted and on the right side for fuel injected engines. Right side mountings are protected by heat shields.
- 1961 is the first Corvette not to have a round nose emblem.

1961 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
847	Base Corvette Convertible	3034.00
—	Additional Color	16.15
101	Heater	102.25
102	Signal Seeking AM Radio	137.75
276	5 15x5.5" Wheels	NC
290	Whitewall Tires, 6.70x15	31.55
313	Powerglide Automatic Transmission	199.10
419	Auxiliary Hardtop	236.75
426	Electric Power Windows	59.20
441	Direct Flow Exhaust System	NC
469	Optional 245 HP, 283 CI Engine (2x4 Carb)	150.65
468	Optional 270 HP, 283 CI Engine (2x4 Carb)	182.95
353	Optional 275 HP, 283 CI Engine (Fuel Inj)	484.20
354	Optional 315 HP, 283 CI Engine (Fuel Inj)	484.20
473	Power Operated Folding Top Mechanism	161.40
675	Positraction Axle, Optional Ratio	43.05
685	4-Speed Transmission	188.30
686	Metallic Brakes	37.70
687	Heavy Duty Brakes and Suspension	333.60
1408	5 6.70x15 Nylon Tires	15.75
1625	24 Gallon Fuel Tank	161.40

- Automatic transmissions were not available with #468, 353 or 354.
- RPO 276 included small hubcaps in place of the standard full discs.
- Windshield washers, courtesy lights, sun shades, temperature controlled radiator fan, and parking brake warning light all became standard equipment.

1961 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Tuxedo Black	BK-W	As Body	BK-R-F-BW
None	Ermine White	BK-W	As Body	BK-R-F-BW
None	Roman Red	BK-W	As Body	BK-R
None	Sateen Silver	BK-W	As Body	BK-R-BW
None	Jewel Blue	BK-W	As Body	BK-BW
None	Fawn Beige	BK-W	As Body	BK-R-F
None	Honduras Maroon	BK-W	As Body	BK-F

ABBREVIATIONS: BK = Black, R = Red, W = White, BW = Blue, F = Fawn

- At additional cost, fender cove areas could be factory painted in offsetting colors. Factory brochures list Sateen Silver coves for Tuxedo Black and Ermine White exteriors. Ermine White coves are specified for all other colors.

1962 CORVETTE

1962 SERIAL NUMBERS

Body and Chassis: 20867S100001 through 20867S114531

Engine Suffix: RC: 250 HP, Manual	RF: 360 HP, Manual
RD: 300 HP, Manual	SC: 250 HP, Automatic
RE: 340 HP, Manual	SD: 300 HP, Automatic

Block Casting: 3782870

Head Casting: 250 HP

All except 250 HP

Distributor: 1110984 (250, 300 HP)

1110985 (340 HP)

1110990, 1111011 (360 HP)

Generator: 1102268 (360 HP and others early)

1102174 (all carburetors except early)

Carburetor: Carter WCFB 3191S (250 HP)

Carter AFB 32695 (300, 340 HP)

Fuel Injection: 7017355, 7017360, 7017365, 7017370

1962 FACTS

- 1962 was the first year for the 327 CI engine lineup. The base engine has a horsepower rating of 250. The dual four-barrel carburetor engines available in Corvettes since 1956 were no longer available in 1962. Instead, large AFB carburetors were used for fuel feed in optional engines other than fuel injected.

- 1962 styling was similar to 1961, but some significant visual changes were made. Most apparent is the change in the design of the side cove area. Previously, the cove was outlined in chrome. In the 1962, it is simply outlined by a lip which is part of the molded fiberglass fender and door shapes. Because of the absence of the chrome outline, coves were no longer available in colors contrasting the body color.

- 1962 is the last Corvette with an external trunk opening.

- All 1962 engines use distributor drive tachometers. The only tach-drive distributor previously used for a Corvette V-8 was on the solid lifter fuel injected engine.

- 1962 is the first narrow whitewall Corvette, using whitewalls which measure between $\frac{1}{8}$ " and 1".

- 1962 is the first Corvette to feature an aluminum transmission case for the Powerglide automatic.

- The 1962 model is the last to feature exposed headlights.

- The 1962 model is the last Corvette with a solid rear axle.

- The 250 and 300 HP engines in 1962 use painted steel valve covers with decals. 340 and 360 HP engines use 7-fin cast alloy covers with decals.
- The windshield washer reservoir on the 1962 model mounts on the left side for all engines except fuel injected. Fuel injected engines have reservoirs mounted on the right side. Right side mountings are protected by heat shields.
- 1962 taillights should have protector cones at the inside trunk surface.
- Early 1962 Corvette rocker panel moldings have no paint between the ribs. Later 1962 models have black paint between the ribs.

1962 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
867	Base Corvette Convertible	4038.00
102	Signal Seeking AM Radio	137.75
276	5 15x5.5" Wheels	RC
313	Powerglide Automatic Transmission	199.10
419	Auxiliary Hardtop	236.75
426	Electric Power Windows	56.20
441	Direct Flow Exhaust System	RC
473	Power Operated Folding Top Mechanism	139.90
488	24 Gallon Fuel Tank	118.40
583	Optional 300 HP, 327 CI Engine	53.80
396	Optional 340 HP, 327 CI Engine	107.60
582	Optional 360 HP, 327 CI Engine (Fuel Inj)	484.25
675	Positraction Rear Axle	43.05
685	4-Speed Transmission	188.30
686	Metallic Brakes	37.70
687	Heavy Duty Brakes and Suspension	333.60
1832	Whitewall Tires, 6.70x15	31.55
1833	Nylon Tires, 6.70x15	15.70

• Automatic transmissions were not available with RPO 396 or RPO 582.

• RPO 276 included small hubcaps in place of the standard full discs.

• Heater was standard on all but export models.

1962 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
None	Tuxedo Black	Bk-W	Bk-R-F	
None	Fawn Beige	Bk-W	Bk-Bg	R-F
None	Roman Red	Bk-W	Bk-R	Bk-R-F
None	Ermine White	Bk-W	Bk-W	Bk-R-F
None	Almond Beige	Bk-W	Bk-Bg	R-F
None	Sateen Silver	Bk-W	Bk-Si	Bk-R
None	Honduras Maroon	Bk-W	Bk-Mar	Bk-F

ABBREVIATIONS: Bk = Black, R = Red, W = White, F = Fawn, Si = Silver

• All 1962 Corvettes factory equipped with whitewall tires had wheels painted black. Those equipped with blackwall tires or RPO 276 had wheels painted body color.

1963 CORVETTE

1963 SERIAL NUMBERS

Body and Chassis: 308675100001 through 308675121513
(For coupes, first 5 digits are: 30837)

Engine Suffix: RC: 250 HP, Manual RF: 360 HP, Manual
RD: 300 HP, Manual SC: 250 HP, Automatic
RE: 340 HP, Manual SD: 300 HP, Automatic

Block Casting: 3782870

Head Casting: ~~RD~~ 250 HP
RD All except 250 HP

Distributor: 1111024 (250, 300, 340 HP)
1111022 (360 HP)

Carburetor: Carter WCFB 3501S, 3500S (250 HP)
Carter AFB 3460S, 3461S (300, 340 HP)

Fuel Injection: 7017373

1963 FACTS

- 1963 is the only year for the "split window" coupe body style. For visibility reasons, the split was removed from the rear window of the 1964.
- The instruments in the 1963 are unique to the year. They have black faces with deep aluminum finish recesses.
- The 1963 model is the first year for knock-off aluminum wheels. The wheels were finished with bright center cones and unpainted rib sections. Both two and three prong hubs were offered. Some enthusiasts believe the wheels were "over the counter" only in 1963 and not factory installed.
- The 1963 door is unique to the 1963-1967 series in that it has both a stainless steel molding forward of the vent window and raised "pads" for the exterior door handles. All but late 1964's had the pads, but not the molding.
- The 1963 model is the only one of the 1963-1967 series with an adjustable bottom seat angle mechanism built in.
- Early 1963 models have storage wells under the seats, but the feature was removed at about the middle of production.
- Most 1963 models have fiberglass headlight buckets. A few 1963 models and all of the 1964-1967 Corvettes have metal buckets.
- The glove box door in the 1963 is fiberglass. Later models are metal.
- The face plate on the glove box door of 1963 Corvettes is covered with clear plastic. Later years are not.
- Two gas filter doors were used during 1963. Early cars have a pin and guice mechanism while later models and all 1964-1967 models have a simple hinge and slide catch.

1963 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
837	Base Corvette Sport Coupe	4257.00
857	Base Corvette Convertible	4037.00
898	Genuine Leather Seat Trim	80.70
941	Sebring Silver Exterior Paint	80.70
A01	Soft Ray Tinted Glass, All Windows	16.15
A02	Soft Ray Tinted Glass, Windshield Only	10.80
A31	Electric Power Windows	59.20
C07	Auxiliary Hardtop (for roadster)	236.75
C48	Heater and Defroster Deleteon (credit)	-100.00
C60	Air Conditioning	421.80
C81	Positraction Rear Axle, All Ratios	43.05
C91	Special Highway 3.08:1 Axle (not positraction)	2.20
J50	Power Brakes	43.05
J65	Sintered Metallic Brakes (power)	37.70
L75	Optional 300 HP, 327 CI Engine	53.80
L76	Optional 340 HP, 327 CI Engine	107.60
L84	Optional 360 HP, 327 CI Engine (Fuel inj)	430.40
M20	4-Speed Transmission	188.30
M35	Powerglide Automatic Transmission	199.10
N03	36 Gallon Fuel Tank (coupe only)	202.30
N11	Off Road Exhaust System	37.70
N34	Woodgrained Plastic Steering Wheel	16.15
N40	Power Steering	75.35
P48	Special Cast Aluminum Knock-Off Wheels	322.80
P91	Blackwall Nylon Tires, 6.70x15, 4-ply	15.70
P92	Whitewall Rayon Tires, 6.70x15, 4-ply	31.55
T86	Back-Up Lamps	10.80
U65	Signal Seeking AM Radio (early)	137.75
U69	AM-FM Radio	174.35
Z06	Special Performance Equipment for Coupe (early)	1818.45

- RPO 898 leather seat trim available in saddle only.
- Powerglide transmissions not available with RPO L76 or L84
- RPO Z06 available in coupes only early in production; coupes or roadsters late in production. Late option cost of \$1,293.95 excluded HD wheels and 36 gallon tank.
- RPO N03 available only in coupe.

1963 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
900	Tuxedo Black	Bk-W-Bge	Bk	Bk-R-S
936	Ermine White	Bk-W-Bge	Bk	Bk-H-S-DB
923	Riverside Red	Bk-W-Bge	Bk	Bk-R-S
912	Silver Blue	Bk-W-Bge	Bk	Bk-DB
916	Daytona Blue	Bk-W-Bge	Bk	R-S-DB
932	Saddle Tan	Bk-W-Sge	Bk	Bk-R-S
041	Sebring Silver	Bk-W-Dge	Bk	Bk-H-S-DB

ABBREVIATIONS: Bk = Black, R = Red, W = White, S = Saddle, DB = Dark Blue,
Bge = Beige

1964 CORVETTE

1964 SERIAL NUMBERS

Body and Chassis: 408675100001 through 408675122229
(For coupes, first 5 digits are: 40837)

Engine Suffix: RC: 250 HP, Manual RT: 365 HP, Manual/T-Ign
 RD: 300 HP, Manual RU: 365 HP, Manual/T-Ign/AC
 RE: 365 HP, Manual RX: 375 HP, Manual/T-Ign
 RF: 375 HP, Manual SC: 250 HP, Automatic
 RP: 250 HP, Manual/AC SD: 300 HP, Automatic
 RQ: 300 HP, Manual/AC SK: 250 HP, Automatic/AC
 RR: 365 HP, Manual/AC SL: 300 HP, Automatic/AC

Block Casting: 3782870

Head Casting: 250 HP
 All except 250 HP

Distributor: 1111024 (250, 300 HP) 1111063 (375 HP)
 1111062, 1111069 (365 HP) 1111064 (375 HP, T-Ign)
 1111060 (365 HP, T-Ign)

Carburetor: Carter WCFB 3501S, 3500S, (250 HP)
 Carter AFB 3720S, 3721S (300 HP)
 Holley R2818A (365 HP)

Fuel Injection: 7017375R, 7017380

1964 FACTS

- 1964 styling is very similar to 1963. Changes include replacement of the divided rear window in coupes with a single window, removal of the hood trim panels (the depressions in the hood remained, but not the recesses for the trim panels, making the 1964 hood unique to the year).
- 1964 instruments are similar to 1963 except that the center recess areas are black in the 1964 model.
- The seats in the 1964 Corvette are unique to the year. They are similar to the 1963, but have no built-in rake adjusting mechanism for the lower cushion and they are broader at the top of the back cushion.
- The 1964 optional knock-off wheels are the same as the 1963 model, with bright center cones and unpainted rib sections, but only the three prong knock-off hub was available in 1964.
- The steering wheel in the 1964 model is walnut grain plastic.
- A fan was added to the rear area of the 1964 coupes to assist with the ventilation problem common to 1963 models. The operating switch for the three-speed fan is located under the driver side dash. The external openings for the vent are located on the side of the roof, between the door and rear window. The driver's side is functional. The passenger side is not.

1964 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
837	Base Corvette Sport Coupe	4252.00
867	Base Corvette Convertible	4037.00
A01	Genuine Leather Seat Trim	80.70
A02	Soft Ray Tinted Glass, All Windows	16.15
A31	Soft Ray Tinted Glass, Windshield Only	10.80
C07	Electric Power Windows	59.20
C48	Auxiliary Hardtop (for roadster)	236.75
C60	Heater and Defroster Deletion (credit)	-100.00
F40	Air Conditioning	421.80
G81	Special Front and Rear Suspension	37.70
G91	Positraction Rear Axle, All Ratios	43.05
J50	Special Highway 3.08:1 Axle	2.20
J56	Power Brakes	43.05
J65	Special Sintered Metallic Brake Package	629.50
K66	Sintered Metallic Brakes (power)	53.80
L75	Transistor Ignition System	75.35
L76	Optional 300 HP, 327 CI Engine	53.80
L84	Optional 365 HP, 327 CI Engine	107.60
M20	Optional 375 HP, 327 CI Engine (Fuel inj)	538.00
M35	4-Speed Transmission	189.30
N03	Powerglide Automatic Transmission	129.10
N11	36 Gallon Fuel Tank (coupe only)	202.30
N40	Off Road Exhaust System	37.70
P48	Power Steering	75.35
P91	Special Cast Aluminum Knock-Off Wheels	322.80
P92	Blackwall Nylon Tires, 6.70x15	15.70
T86	Whitewall Rayon Tires, 6.70x15	31.85
U69	Back Up Lamps	10.80
	AM-FM Radio	176.50

- RPO-J56 and RPO-F40 available only with 375 HP, 4-speed transmission and positraction axle.
- Powerglide transmissions not available with L76 or L84.
- Air conditioning not available with L84.
- Transistor ignition not available with L75 or base engine.
- N11 not available with base engine or automatic.

1964 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
900	Tuxedo Black	Blk-W-Bge	Black	Blk-R-Sw-W
936	Ermine White	Blk-W-Bge	Black	Blk-R-DB-S-Sw-W
923	Riverside Red	Blk-W-Bge	Black	Blk-R-W
940	Satin Silver	Blk-W-Bge	Black	Blk-R-DB-Sw-W
912	Silver Blue	Blk-W-Bge	Black	Blk-DB-W
916	Daytona Blue	Blk-W-Bge	Black	DB-Sw-W
932	Saddle Tan	Blk-W-Bge	Black	S-W

ABBREVIATIONS: Blk = Black, R = Red, W = White, S = Saddle, DB = Dark Blue, Bge = Beige, Sw = Silver

1965 CORVETTE

1965 SERIAL NUMBERS

Body and Chassis: 194675S100001 through 194675S123562 (For coupes, first 6 digits are: 194375)	
Engine	HE: 250 HP. Manual
	HF: 300 HP. Manual
	HG: 375 HP. Manual
	HH: 365 HP. Manual
	HI: 250 HP. Manual/AC
	MJ: 300 HP. Manual/AC
	HK: 365 HP. Manual/AC
	HL: 365 HP. Manual/T-Ign
	HM: 365 HP. Manual/T-Ign/AC
	HN: 375 HP. Manual/T-Ign
	Block Casting: 3782870 (327 CI) 3355962 (396 CI)
	Head Casting: All 327 CI
Distributor:	1111076 (250, 300 HP) 1111087 (350 HP) 1111157 (350 HP, T-Ign) 1111024 (365 HP)
	1111070 (375 HP) 1111064 (375 HP, T-Ign) 1111083 (425 HP)
	Carburetor: Carter WCFB 3696S, 3697S (250 HP) Carter AFB 37205A, 37215A (300 HP) Holley R2818A (350, 365 HP) Holley R3124A (425 HP)
Fuel Injection:	7017380

1965 FACTS

- 1965 styling is similar to the previous two years, but with several significant differences. The side front fender louvers were redesigned in 1965 and made functional. The 1965 standard hood has no depressions and no trim. The 1965 grill is a horizontal bar as before, but the center bars are black and only the outer trim ring is bright (unique to the year).
- 1965 instruments are flat black, flat-face aircraft type. The dash area surrounding the radio and speaker bezel areas is a painted surface, rather than vinyl covered as previous two years. (Very early 1963 cars also had painted surfaces.)
- 1965 is the first year for Corvette disc brake availability. The system is four-wheel disc, with four-piston caliper assemblies at each wheel. Although disc brakes were standard on the 1965 model and included in the base price, drum brakes could be ordered as a delete cost option in early 1965 as long as drum brake parts remained in factory inventory.
- 1965 was the last year for the availability of fuel injection.

1965 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sports Coupe	4321.00
19467	Base Corvette Convertible	4106.00
	Genuine Leather Seat Trim	80.70
A01	Soft Ray Tinted Glass, All Windows	16.15
A02	Soft Ray Tinted Glass, Windshield Only	10.80
A31	Electric Power Windows	59.20
C07	Auxiliary Hardtop (for roadsters)	236.75
C48	Heater and Defroster Delete (credit)	-100.00
C60	Air Conditioning	421.80
F40	Special Front and Rear Suspension	37.70
G81	Positraction Rear Axle, All Ratios	43.05
G91	Special Highway 3.08:1 Axle	2.20
J50	Power Brakes	43.05
J61	Drum Brake Substitution (credit)	-64.50
K66	Transistor Ignition System	75.35
L75	Optional 300 HP, 327 CI Engine	53.80
L76	Optional 365 HP, 327 CI Engine	129.15
L78	Optional 425 HP, 396 CI Engine	292.70
L79	Optional 350 HP, 327 CI Engine	107.60
L84	Optional 375 HP, 327 CI Engine (Fuel Inj)	538.00
M20	4-Speed Transmission	188.30
M22	4-Speed Close Ratio Trans. Heavy Duty	236.95
M35	Powerglide Automatic Transmission	199.10
N03	36 Gallon Fuel Tank (coupe only)	202.30
N11	Off Road Exhaust System	37.70
N14	Side Mount Exhaust System	134.50
N32	Teakwood Steering Wheel	48.45
N36	Telescopic Steering Column	43.05
N40	Power Steering	96.85
P48	Special Cast Aluminum Knock-Off Wheels	322.80
P92	Whitewall Tires, 7.75x15 (rayon cord)	31.85
T01	Goldwall Tires, 7.75x15 (nylon cord)	50.05
U69	AM-FM Radio	203.40
Z01	Backup Lamps and Inside Day/Night Mirror	16.15

• RPO F40 available only with L84/L78, 4-speed transmission and positraction axle.

1965 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
AA	Tuxedo Black	Blk-W-Bge	Black	(Blk-R-Blu-S)
CC	Ermine White	Blk-W-Bge	Black	(Sw-W-G-M)
FF	Nassau Blue	Blk-W-Bge	Black	(Blk-Blu-W)
GG	Glen Green	Blk-W-Bge	Black	(Blk-S-W-G)
MM	Milano Maroon	Blk-W-Bge	Black	(Blk-S-W-M)
QQ	Silver Pearl	Blk-W-Bge	Black	(Blk-R-S)
UU	Rally Red	Blk-W-Bge	Black	(Blk-A-W)
XX	Goodwood Yellow	Blk-W-Bge	Black	(Blk-W)

ABBREVIATIONS: Blk = Black, R = Red, W = White, S = Saddle, Blu = Blue, Bge = Beige, Sw = Silver, M = Maroon, G = Green

1966 CORVETTE

1966 SERIAL NUMBERS

Body and Chassis: 1946765100001 through 1946765127720
(For coupes, first 6 digits are: 194376)

Engine Suffix: HE: Manual (327) KH: SHP, AC, A.I.R. (327)
HH: A.I.R. (327) IK: SHP, Hydr/Lstr (427)
HR: Automatic/A.I.R. (327) IL: HP (427)
HD: SHP/A.I.R. (327) IM: A.I.R. (427)
HO: Automatic (327) IP: SHP (427)
HT: SHP (327) IQ: Automatic (427)
HP: Power Steering (327) IR: Automatic/A.I.R. (427)

A.I.R. = Air Injector Reactor (California), HP = High Performance.
SHP = Special High Performance, AC = Air Conditioning

Distributor: 1111117 (300 HP) 1111141, 1111142 (380 HP)
1111156 (350 HP) 1111093 (425 HP)

Block Casting: 3858174 (Most 327 CI) 3860042 (All 427 CI)
3892657 (Last 327 CI)

Head Casting: All 327 CI

Carburetor: Holley R3367A, R3416A (300, 350 HP)
Holley R3370A, R3433A (380 HP)
Holley R3247A (425 HP)

1966 FACTS

- The 1966 model Corvette has very similar styling to the 1965 model. The differences are mainly trim, including the addition of the Corvette script (vertical style) to the hood and a new plated, square mesh style grill.
- The seats in 1966 models are the same as 1965 except that there are additional pleats in the upper and lower sections for better weight distribution along the seams.
- The 1966 optional knock-off wheels are similar to the design of previous years, but the center cone is a dull finish rather than bright. The area between the fins is painted a dark grey.
- 1966 is the first year for the 427 CI engine. Models equipped with this engine have a special hood.
- The exhaust bezels of the 1966 model are chrome plated alloy. Previous Sting Ray models are stainless steel.
- The fake and functional roof vents of previous years were completely eliminated on the 1966 coupe models.
- The fiberboard headliners of previous years were replaced with vinyl covered foam in 1966 coupes.
- 1966 was the first year of availability for factory headrests (optional).

1966 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sport Coupe	4295.00
19467	Base Corvette Convertible	4084.00
—	Genuine Leather Seats	79.00
A01	Soft Ray Tinted Glass, All Windows	15.80
A02	Soft Ray Tinted Glass, Windshield Only	10.55
A31	Electric Power Windows	59.20
A82	Headrests	42.15
A85	Shoulder Harness	26.35
C07	Auxiliary Hardtop (for roadster)	231.75
C48	Heater and Defroster Deletion (credit)	-97.85
C60	Air Conditioning	412.90
F41	Special Front and Rear Suspension	36.90
G81	Postraction Rear Axle, All Ratios	42.15
J50	Power Brakes	43.05
J56	Special Heavy Duty Brakes	342.30
K66	Transistor Ignition System	73.75
L36	Optional 390 HP, 427 Engine	181.20
L72	Optional 425 HP, 427 CI Engine	312.85
L79	Optional 350 HP, 327 CI Engine	105.35
M20	4-Speed Transmission	184.30
M21	4-Speed Close Ratio Transmission	184.30
M22	4-Speed Close Ratio Trans., Heavy Duty	237.00
M35	Powerglide Automatic Transmission	194.85
N03	36 Gallon Fuel Tank	198.05
N11	Off Road Exhaust System	36.90
N14	Side Mount Exhaust System	131.65
N32	Teakwood Steering Wheel	48.45
N36	Telescopic Steering Column	42.15
N40	Power Steering	94.80
P48	Special Cast Aluminum Knock-Off Wheels	326.00
P92	Whitewall Tires, 7.75x15 (rayon cord)	31.30
T01	Goldwall Tires, 7.75x15 (nylon cord)	46.55
U69	AM-FM Radio	199.10
V74	Traffic Hazard Lamp Switch	11.60

1966 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
900	Tuxedo Black	Blk-W-Bge	Black	(Blk-R-BB-WB)
972	Ermine White	Blk-W-Bge	Black	Slv-S-G-Bw
976	Nassau Blue	Blk-W-Bge	Black	Blk-BB-WB-Bw
982	Mosport Green	Blk-W-Bge	Black	Blk-G
988	Milano Maroon	Blk-W-Bge	Black	Blk-S
986	Silver Pearl	Blk-W-Bge	Black	Blk-Sn
874	Rally Red	Blk-W-Bge	Black	Blk-R
984	Sunfire Yellow	Blk-W-Bge	Black	Blk
978	Laguna Blue	Blk-W-Bge	Black	Blk-BB-Btu
980	Trophy Blue	Blk-W-Bge	Black	Blk-Btu-BB

ABBREVIATIONS: Blk = Black, R = Red, W = White, S = Saddle, Blu = Blue, BB = Bright Blue, WB = White-Blue, Bge = Beige, Slv = Silver, G = Green.

1967 CORVETTE

1967 SERIAL NUMBERS

Body and Chassis: 194677S100001 through 194677S122940
(For coupes, first 6 digits are: 194377)

Engine Suffix: HE: Manual (327)
HH: A.I.R. (327)
HR: Automatic/A.I.R. (327)
HD: SHP/A.I.R. (327)
HO: Automatic (327)
HT: SHP (327)
HP: Power Steering, AC (327)
KH: SHP/AC/A.I.R. (327)
IL: Manual/Automatic (427)
JC: Tri-Carb (427)
JE: SHP/Tri-Carb (427)
IT: Heavy Duty (427)
IJ: Aluminum Heads (427)
IM: A.I.R. (427)
JF: A.I.R./Tri-Carb (427)
JH: A.I.R./AH (427)
IQ: Automatic (427)
JD: Automatic/Tri-Carb (427)
IR: A.I.R./Automatic (427)
JG: A.I.R./Auto/Tri-Carb (427)
JA: A.I.R./SHP/Tri-Carb (427)

A.I.R. = Air Injector Reactor (California), HP = High Performance, SHP = Special High Performance, AC = Air Conditioning, AH = Aluminum Heads

Distributor: 111117, 1111194 (300 HP) 1111240 (430 HP)
1111196, 1111157 (350 HP) 1111258 (435 HP)
1111247, 1111294 (300, 400 HP)

Block Casting: 3892657 (300, 350 HP) 3804351 (435 HP-L71/L89)
3869942 (390, 400 HP)

Carburetor: Holley R3810A, R3814A (300, 350 HP)
Holley R3811A, R3815A (390 HP)
Holley R3660A, R3659A (400, 435 HP)
Holley R3888A, R3659A, R3418A (430, 400 HP/Automatic)

Head Casting: All 327 CI

1967 FACTS

- The 1967 model has similar styling to earlier Sting Rays but is devoid of much exterior trim. Emblems were removed from the standard hood and fenders. Fender vents continued functional, but were restyled as five angled slot vents, replacing the earlier three.
- The interior of the 1967 model was revamped with new seats. The parking brake handle was moved between the seats, the first year not located under the dash. Inner door panels are similar, but the lock buttons are located further forward and an attaching screw was added at the rear.
- Due to safety regulations, the knock-off wheel option was no longer available. For 1967, this option changed to a bolt-on style, cast alloy wheel. A central cap concealed the lug nuts.
- The standard wheel in 1967 was the rally wheel, the first time Corvettes came factory equipped with other than a single wheel cover assembly. Also, the wheel width for 1967 increased from 5 1/2" to 6".

1967 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sport Coupe	\$4388.75
19467	Base Corvette Convertible	4340.75
	Genuine Leather Seats	
A01	Soft Ray Tinted Glass, All Windows	79.00
A02	Soft Ray Tinted Glass, Windshield Only	15.00
A31	Electric Power Windows	10.55
A82	Headrests	57.95
AB5	Shoulder Belts (coupe only)	42.15
C07	Auxiliary Hardtop (for roadster)	26.35
C08	Vinyl Covering for Auxiliary Hardtop	231.75
C48	Heater and Defroster Delete (credit)	52.70
C60	Air Conditioning	-97.85
F41	Special Front and Rear Suspension	412.90
J50	Power Brakes	36.50
J56	Special Heavy Duty Brakes	42.15
K66	Transistor Ignition System	342.30
L36	Optional 390 HP, 427 CI Engine	73.75
L68	Optional 400 HP, 427 CI Engine	200.15
L71	Optional 435 HP, 427 CI Engine	305.50
L79	Optional 350 HP, 327 CI Engine	437.10
L88	Optional 430 HP, 427 CI Engine	105.35
M20	Aluminum Cylinder Heads for L71	947.50
M21	4-Speed Transmission	368.65
M22	4-Speed Close Ratio Transmission	184.35
M35	4-Speed Close Ratio Trans., Heavy Duty	184.35
N03	Powerglide Automatic Transmission	237.00
N11	36 Gallon Fuel Tank (coupe only)	194.35
N14	Off Road Exhaust System	150.05
N36	Side Mount Exhaust System	36.90
N40	Telescopic Steering Column	131.65
N89	Power Steering	42.15
P92	Special Cast Aluminum Bolt-On Wheels	94.80
Q81	Whitewall Tires, 7.75x15	263.30
U15	Redline Tires, 7.75x15	31.35
U69	Speed Warning Indicator	45.65
	AM-FM Radio	10.55
		172.75

1967 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
900	Tuxedo Black	BK-W-TB	Silver	(BK-R-B-S)
972	Ermine White	BK-W-TB	Silver	W-TB-G
980	Elkhart Blue	BK-W-TB	Silver	BK-TB
977	Lynndale Blue	BK-W-TB	Silver	BK-W-TB
976	Marina Blue	BK-W-TB	Silver	BK-BB-W
983	Goodwood Green	BK-W-TB	Silver	BK-S-W-G
974	Rally Red	BK-W-TB	Silver	BK-R-W
986	Silver Pearl	BK-W-TB	Silver	BK-TB
984	Sunfire Yellow	BK-W-TR	Silver	BK-W
988	Marlboro Maroon	BK-W-TB	Silver	BK-W

ABBREVIATIONS: BK = Black, R = Red, S = Sienna, G = Green, TB = Tan
Blue, BB = Bright Blue, W = White/Black & White/Silver

1968 CORVETTE

1968 SERIAL NUMBERS

Body and Chassis: 194678S400001 through 194678S428566
(For coupes, first 6 digits are 194378)

Engine Suffix: HE: Manual (327)
HO: Automatic (327)
HP: Power Steering/AC (327)
HT: SHP (327)
IL: HP (427)
IU: SHP/Tri-Carb/AH (427)
IM: HP/Tri-Carb (427)
IO: HP/Auto/Tri-Carb (427)
IQ: Automatic (427)
IR: SHP/Tri-Carb (427)
IT: Heavy Duty

SHP = Special High Performance, HP = High Performance, AH = All Heads.

1968 FACTS

- The 1968 Corvette features a completely new exterior and interior. The wheelbase is the same as previous Sun Ray's, and the chassis components remain much the same. For the first time, the coupe model features removable roof panels and a removable rear window.
- Stylists kept the hidden headlight treatment on the 1968 model, but the units in the 1968 model "pop up" rather than revolve into position. Also, the 1968 units are vacuum operated, replacing the electrical systems of previous years.
- The 1968 interior has considerably less room than previous years, and the seats are set at much more severe rake angles creating a semi-reclining seating position. A light monitoring system was standard and utilized fiber optics to display functioning lights on a central console panel.
- The wheel rim width for 1968 was increased from 6" to 7". An increase again the following year to 8" makes the 1968 the only year with 7" rims.
- Engineers moved the battery from the engine compartment to a new stowage area behind the seats in 1968. The change was made because of the difficulty of reaching the battery in previous years in the engine area, but an advantage was realized in slightly better front to rear weight distribution.
- 1968 is the first year for use of the 3-speed automatic, the Turbohydramatic.
- 1968 models have unique door opening mechanisms. This year has a finger depression plate and a door button. In later years, the button was eliminated and the opening was activated by the depression plate.
- The windshield wipers of the 1968 model are hidden under a vacuum operated panel, a styling feature that proved to be somewhat troublesome in actual use.
- 1968 is the first year for elimination of side vent windows in the Corvette.
- 1968 is the last Corvette to have the ignition switch on the dash.

1968 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sport Coupe	4663.00
19467	Base Corvette Convertible	4320.00
—	Genuine Leather Seat Trim	79.00
A01	Soft Ray Tinted Glass, All Windows	15.00
A31	Electric Power Windows	57.95
A82	Head Restraints	42.15
AB5	Custom Shoulder Belts	26.35
C07	Auxiliary Hardtop (for roadster)	231.75
C08	Vinyl Covering For Auxiliary Hardtop	52.70
C50	Rear Window Defroster	31.60
C60	Air Conditioning	412.90
F41	Special Front and Rear Suspension	36.90
C81	Positraction Rear Axle, All Roads	46.35
J50	Power Brakes	42.15
J56	Heavy Duty Brakes	384.45
K66	Transistor Ignition System	73.75
L36	Optional 390 HP, 427 CI Engine	200.15
L68	Optional 400 HP, 427 CI Engine	305.50
L71	Optional 435 HP, 427 CI Engine	437.10
L79	Optional 350 HP, 327 CI Engine	105.35
L88	Optional 435 HP, 427 CI Engine	947.90
L71/80	Optional 435 HP, 427 CI Engine	805.75
M20	4-Speed Transmission	184.35
M21	4-Speed Close Ratio Transmission	184.35
M22	4-Speed Close Ratio Trans., Heavy Duty	263.30
M40	Turbo Hydramatic Automatic Transmission	226.45
N11	Off Road Exhaust System	36.90
N36	Telescopic Steering Column	42.15
N40	Power Steering	94.80
P01	Bright Metal Wheel Cover	57.95
PT6	Red Stripe Nylon Tires, F70x15	31.30
PT7	White Stripe Nylon Tires, F70x15	31.30
UA6	Alarm System	26.35
U15	Speed Warning Indicator	10.55
U69/U79	AM-FM Radio / AM-FM Stereo Radio	172.75 / 278.10

1968 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
900	Tuxedo Black	Bk-W-Bge	Silver	(BK-R-MB-DB)
972	Polar White	Bk-W-Bge	Silver	DO-Tob-Cur
992	Corvette Bronze	Bk-W-Bge	Silver	BK-DO-Tob
976	LeMans Blue	Bk-W-Bge	Silver	BK-MB-DB
978	International Blue	Bk-W-Bge	Silver	BK-MB-DB
988	Cordovan Maroon	Bk-W-Bge	Silver	BK
974	Rally Red	Bk-W-Bge	Silver	BK-R
986	Silverstone Silver	Bk-W-Bge	Silver	BK-DO-CM
963	British Green	Bk-W-Bge	Silver	BK
984	Safari Yellow	Bk-W-Bge	Silver	BK

ABBREVIATIONS: Bk = Black, R = Red, MB = Medium Blue,

DB = Dark Blue, DO = Dark Orange, Tob = Tobacco,

Cur = Cinnamal, W = White, Bge = Beige.

1969 CORVETTE

1969 SERIAL NUMBERS

Body and Chassis: 1946795700001 through 1946795738762
(For coupes, first 6 digits are: 194379)

Engine Suffix: HW: HP (350)	LP: Aluminum Heads (427)
HX: HP/AC (350)	LQ: Tri-Carb/HP (427)
HY: Manual (350)	LR: Tri-Carb/SHP (427)
HZ: Automatic (350)	LT: Tri-Carb/SHP/HDC (427)
U1: Automatic (427)	LU: Alum Heads/HDC (427)
LM: HP (427)	LV: HD/Automatic (427)
LN: HP/Tri-Carb/Auto (427)	LW: Alum Heads, Auto (427)
LO: Heavy Duty (427)	LX: Tri-Carb/SHP/Auto (427)

HP = High Performance. AC = Air Conditioning. SHP = Special High Performance. HDC = Heavy Duty Clutch.

1969 FACTS

- The 1969 Corvette body is very close in styling to the 1968 model. One apparent external change is the addition of the "Stingray" script above the front fender side louvers. The 1968 model was devoid of any side trim identification or markings.
- The outside door handle was changed on the 1969 model to the type used for several following years. The door opening mechanism was incorporated into what was strictly a finger depression grip in the 1968. The depression button used in 1968 was eliminated entirely and replaced with a rear-flush key lock.
- 1969 is the first year for use of the 350 CI engine. This replaced the 327 CI engine line which had been used since 1962. These were not "all-new" engines, but simply the new generation of small block V-8 Chevy engines derived from the original V-8 introduced in 1955. External appearance is very similar to previous small blocks.
- 1969 is the first year for use of 8" wide wheel rims.
- In 1969, stylists incorporated the back-up lights into the inboard taillamps. This was a return to the system used in 1966. A single lamp above the license was used in 1967. In 1968, the lamps were under the bumpers.
- 1969 is the first Corvette to feature the steering column ignition lock. The system was designed to be an anti-theft device. It locked the steering shaft in place when the key was removed and made "hot starting" more difficult.
- The steering wheel in the 1969 model was reduced in diameter from 16" to 15".
- Map pockets were added to the passenger side dash area in 1969.
- 1969 is the first year for use of the headlight washer system.

1969 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sport Coupe	\$4780.95
19467	Base Corvette Convertible	4437.95
—	Genuine Leather Seat Trim	79.00
A01	Soft Ray Tinted Glass, All Windows	16.90
A31	Electric Power Windows	63.20
A85	Custom Shoulder Belts	42.15
C07	Auxiliary Hardtop (for roadster);	252.80
C08	Vinyl Covering for Auxiliary Hardtop	57.95
C50	Rear Window Defroster	32.65
C60	Air Conditioning	428.70
F41	Special Front and Rear Suspension	36.90
—	Positraction Rear Axle, All Models	46.35
J50	Power Brakes	42.15
K05	Engine Block Heater	10.55
K66	Transistor Ignition System	81.10
L36	Optional 390 HP, 427 CI Engine	221.20
L46	Optional 350 HP, 350 CI Engine	131.65
L68	Optional 400 HP, 427 CI Engine	326.55
L71	Optional 435 HP, 427 CI Engine	437.10
L89	Optional 435 HP, 427 CI Engine	832.05
M20	4-Speed Transmission	184.80
M21	4-Speed Close Ratio Transmission	184.80
M22	4-Speed Close Ratio Trans., Heavy Duty	290.40
M40	Turbo Hydramatic Automatic Transmission	221.80
N14	Side Mount Exhaust System	147.45
N37	Tilt-Telescopic Steering Column	84.30
N40	Power Steering	105.35
P02	Wheel Covers	57.95
PT6	Red Stripe Nylon Tires, F70x15	31.30
PT7	White Stripe Nylon Tires, F70x15	31.30
TJ2	Front Fender Lower Trim	21.10
U46	Alarm System	26.35
U15	Speed Warning Indicator	11.60
U69/U79	AM-FM Radio/AM-FM Stereo Radio	172.45/278.10

1969 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
900	Tuxedo Black	Blk-W-Bge	Silver	Blk-BB-G-R-Gra-S
972	Can-Am White	Blk-W-Bge	Silver	Blk-BB-G-R-Gra-S
974	Monza Red	Blk-W-Bge	Silver	Blk-R-S
976	LeMans Blue	Blk-W-Bge	Silver	Blk-BB
990	Monaco Orange	Blk-W-Bge	Silver	Blk
983	Fathom Green	Blk-W-Bge	Silver	Blk-G-S
984	Daytona Yellow	Blk-W-Bge	Silver	Blk
986	Cortez Silver	Blk-W-Bge	Silver	Blk-BB-G-R-Gra-S
988	Burgundy	Blk-W-Bge	Silver	Blk-S
980	Riverside Gold	Blk-W-Bge	Silver	Blk

ABBREVIATIONS: Blk = Black, R = Red, BB = Bright Blue, G = Green, S = Saddle, Gra = Gunmetal, W = White, Bge = Beige

1970 CORVETTE

1970 SERIAL NUMBERS

Body and Chassis: 1946705400001 through 1946705417316
(For coupes, first 6 digits are 194370)

Engine Suffix: CTL: Manual (350)	CTU: SHP: SHP/T-Ign (350)
CTM: Automatic (350)	CTV: SHP/T-Ign/Manual (350)
CTN: HP (350)	CGW: HP/Auto (454)
CTO: HP/AC (350)	CZU: HP (454)
CTP: HP/T-Ign (350)	CZL: HD (454)
CTQ: HP/T-Ign/AC (350)	CZM: HD/Auto (454)
CTR: SHP (350)	CRI: HP/T-Ign (454)

HP = High Performance, T-Ign = Transistor Ignition, AC = Air Conditioning.
SHP = Special High Performance, HD = Heavy Duty.

1970 FACTS

- The body of the 1970 model Corvette was considerably updated. Fiberglass side body shapes were altered to create fender flares behind the wheels to minimize damage to the body by debris thrown by the wheels, a problem common to 1968 and 1969 models. A new style side fender lower replaced the four vertical slots of the previous two years.
- The 1970 model was given a new square mesh grill with the amber turn signals mounted at the extreme corners of the grill. New exhaust exits were also designed for the 1970 model, being square in shape to replace the round exits of all previous years.
- The interior of the 1970 features subtle refinements. The seats were redesigned for additional headroom and for easier release for access to the storage area. The shoulder belt retractor containers were redesigned and relocated for a bit of additional storage room behind the seats.
- In 1970, tinted glass, 4-speed transmission (or automatic) and positraction became standard equipment.
- The 427 CI engine was increased in size to 454 CI for the 1970 model. The small block remained at 350 CI, but a new engine was added to the lineup, a solid lifter small block with the now immortal designation of LT-1. This was the first solid lifter Corvette small block available since 1965. For the 1970 model, Chevrolet announced a strong new 454 CI engine with an aluminum block, the LS-7. Although the engines were built and sold to racing enterprises, and most option sheets list the engine's availability, none were ever installed in production Corvettes. The horsepower rating was 460, and the projected cost in the neighborhood of \$3000.00.
- Because of its late introduction in February, 1970, the 1970 model Corvette had the lowest production since 1962. Only 17,316 1970 models were made.

1970 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sport Coupe	5192.00
19487	Base Corvette Convertible	4849.00
A31	Custom Interior Trim	150.00
AB5	Electric Power Windows	63.20
C07	Custom Shoulder Belts	42.15
C08	Auxiliary Hardtop (for roadster)	273.05
C50	Vinyl Covering for Auxiliary Hardtop	63.20
C60	Rear Window Defroster	36.90
J50	Air Conditioning	447.65
I46	Positraction Axis, Optional Ratio	12.65
LS5	Power Brakes	47.40
LS7	Optional 350 HP, 350 CI Engine	158.00
LT1	Optional 390 HP, 454 CI Engine	200.55
M21	Optional 460 HP, 454 CI Engine	
M22	Optional 370 HP, 350 CI Engine	
M40	4-Speed Close Ratio Transmission	447.60
N37	4-Speed Close Ratio Trans., Heavy Duty	NC
N40	Turbo Hydramatic Automatic Transmission	85.00
P01	Tilt-Telescopic Steering Column	NC
PT7	Power Steering	84.30
PU9	Custom Wheel Covers	105.35
T60	White Stripe Nylon Tires, F70x15	57.95
UA6	White Letter Nylon Tires, F70x15	31.30
U69	Heavy Duty Battery	33.15
U79	Alarm System	15.80
	AM-FM Radio	31.60
	AM-FM Stereo Radio	172.75
		278.10

*The LS7 engine was never installed in production Corvettes. The projected cost was approximately \$3000.00.

*Option list does not include additional items available as dealer installed accessories.

1970 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
26	Mulsanne Blue	Blk-W	Silver	Blk-Blu
27	Bridgehampton Blue	Blk-W	Silver	Blk-Blu
44	Dorothybrooke Green	Blk-W	Silver	Blk-Br-G-S
15	Laguna Gray	Blk-W	Silver	Blk-Blu-Br-G-R-S
77	Marlboro Maroon	Blk-W	Silver	Blk-Br-S
62	Ontario Orange	Blk-W	Silver	Blk
72	Monza Red	Blk-W	Silver	Blk-Br-R-S
14	Cortez Silver	Blk-W	Silver	Blk-Br-R-S
10	Classic White	Blk-W	Silver	Blk-Blu-Br-G-R-S
51	Daytona Yellow	Blk-W	Silver	Blk-G

ABBREVIATIONS: Blk = Black, Blu = Blue, Br = Brown, R = Red,
G = Green, S = Saddle, W = White

*Only Black and Saddle were available in leather.

1971 CORVETTE

1971 SERIAL NUMBERS

Body and Chassis: 194671S10001 through 194671S121801
(For coupes, first 6 digits are 194371)

Engines: C.H.: 270 HP, 350 CI, 4-Speed Transmission
CGT: 270 HP, 350 CI, Turbohydramatic 400
CGZ: 330 HP, 350 CI, 4-Speed Transmission
CGY: 330 HP, 350 CI, HD 4-Speed Transmission
CPJ: 365 HP, 454 CI, Turbohydramatic 400
CPH: 365 HP, 454 CI, 4-Speed Transmission
CPW: 425 HP, 454 CI, 4-Speed Transmission
CPX: 425 HP, 454 CI, Turbohydramatic 400

1971 FACTS

- The 1971 is almost a duplicate of the 1970 model. These two Corvette years are the most similar since the 1956-57 and 1959-60 models. Two reasons are generally given for the lack of change. First, the 1970 model was introduced almost five months late, as a result of a decision to extend 1969 production which itself was delayed initially due to labor disputes. Because of the short 1970 model run, GM management apparently felt that an extensive 1971 model change was unnecessary. The second reason often cited is that a GM mandate to its divisions to reduce octane requirements for the 1971 models kept engineers too busy to worry about appearance changes.
- The 1971 was the last Corvette model to have the fiber-optics light monitoring system. This was dropped to offset the cost of the anti-theft alarm system made standard for the 1972 model.
- The 1971 engines available were variations of the 350 CI and 454 CI engines of the previous year. The 1970 to 1971 transition was the first really major horsepower drop across-the-board due to emissions considerations. This occurred due to the GM mandated reduction of octane requirements to 91 Research Octane for the eventual switch to no-lead fuels. Although the no-lead was required for catalytic converters which were not to appear on Corvettes until 1975, GM made the switch early to allow fuel companies to start marketing their low and no-lead fuels.
- Aluminum heads were available in the LS-6, an expensive successor to the never-available-for-street-use LS-7, 454 CI engine.
- In 1971, a ZR1 factory racing option was available. It included the LT-1 engine, HD 4-speed, HD power brakes, aluminum radiator, special springs and shocks, special front stabilizer, and rear wheel spindle strut shafts. A ZR1 could not be ordered with power windows, power steering, air conditioning, rear window defroster, wheel covers or radio.

1971 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sport Coupe	5496.00
19467	Base Corvette Convertible	5250.00
A31	Custom Interior Trim	158.00
A85	Electric Power Windows	79.00
C07	Custom Shoulder Belts	42.00
C08	Auxiliary Hardtop (for roadster)	274.00
C50	Vinyl Covering for Auxiliary Hardtop	63.00
C60	Rear Window Defroster	42.00
—	Air Conditioning	459.00
J50	Positraction Axle, Optional Ratio	13.00
LS5	Power Brakes	47.00
LS6	Optional 365 HP, 454 CI Engine	295.00
LT1	Optional 425 HP, 454 CI Engine	1221.00
ZR1	Optional 330 HP, 350 CI Engine	483.00
ZR2	Optional 330 HP, 350 CI Engine	1010.00
M21	4-Speed Close Ratio Transmission	1747.00
M22	4-Speed Close Ratio Trans., Heavy Duty	nc
M40	Turbo Hydramatic Automatic Transmission	100.00
N37	Tilt-Telescopic Steering Column	nc
N40	Power Steering	84.30
P02	Wheel Covers	115.90
PT7	White Stripe Nylon Tires, F70x15	63.00
PU9	White Lettered Nylon Tires, F70x15	28.00
T60	Heavy Duty Battery	42.00
U69	AM-FM Radio	15.80
U79	AM-FM Stereo Radio	178.00
		283.00

* The cost of the M40 Automatic Transmission with available high performance engines was \$100.00.

1971 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
976	Mulsanne Blue	Blk-W	Silver	Blk-DB
979	Bridgehampton Blue	Blk-W	Silver	Blk-DB
983	Brands Hatch Green	Blk-W	Silver	Blk-DG
988	Steel Cities Gray	Blk-W	Silver	Blk-S
987	Ontario Orange	Blk-W	Silver	Blk-DG-S
973	Miller Miglia Red	Blk-W	Silver	Blk-R
505	Nevada Silver	Blk-W	Silver	Blk-DB-DG-R
972	Classic White	Blk-W	Silver	Blk-DB-DG-R-S
912	Sunflower Yellow	Blk-W	Silver	Blk-DG-S
989	War Bonnet Yellow	Blk-W	Silver	Blk-DG-S

ABBREVIATIONS: Blk = Black, DB = Dark Blue, S = Saddle,
DG = Dark Green, W = White, R = Red

* Some 1971 models may have two-digit paint codes in order as above: 26, 27, 48, 98, 97, 76, 13, 10, 52, 91.

* Only Black and Saddle were available in leather.

1972 CORVETTE

1972 SERIAL NUMBERS

Body and Chassis: 1Z67K2S50001 through 1Z67K2S527004

- 3rd and 4th digits are 37 for coupes
- 5th digit varies as follows: K = Base
L = LT-1
Y = 454 CI

Engine Suffix: CKW: 4-Spd (350)
CDH: 4-Spd/NB2 (350)
CKX: Auto (350)
CDJ: Auto/NB2 (350)
CKY: 4-Spd/LT-1 (350)
CKZ: HD 4-Spd/LT-1 (350)

CRT: 4-Spd/LT-1/AR (350)
CPH: 4-Spd (454)
CPJ: Auto (454)
CSR: AR (454)
CSS: AR (454)

AUTO = Turbohydramatic, HD = Heavy Duty, AR = Air Injector Reactor,
NB2 = California Emissions.

1972 FACTS

- The 1972 model Corvette is externally very similar to the previous two model years. Although not unique in many respects, the 1972 model desirability stems from the fact that it marked the end of era for several Corvette design features.
- The 1972 Corvette is the last Corvette coupe to feature a removable rear window.
- The 1972 Corvette is the last to feature an egg crate grill.
- The 1972 Corvette is the last to feature side fender grills, though later models have functional fender vents.
- Significantly, the 1972 model is the last Corvette to have chrome protection at both front and rear, marking the end of a Corvette tradition.
- 1972 was the last year of availability for the LT-1 engine, a solid lifter small block.
- 1972 is the only year that the LT-1 could be factory ordered with air conditioning, and this was for only four months of production. The production quantity most often cited is 286. Chevrolet rarely offered air conditioning with solid lifter engines, since the higher revolutions attainable with mechanical valve lifters tends to spin air conditioning belts off their pulleys. Prior to 1972, the last Corvette available with the combination of solid lifter engine and air conditioning was the 1965 model equipped with the 365 HP engine.
- The 1972 model was the first Corvette to have the anti-theft alarm system as standard equipment.

1972 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
19437	Base Corvette Sport Coupe	5533.00
19467	Base Corvette Convertible	5296.00
—	Custom Interior Trim	158.00
A31	Electric Power Windows	85.35
A85	Custom Shoulder Belts	26.35
C07	Auxiliary Hardtop (for roadster)	273.85
C08	Vinyl Roof Covering For Auxiliary Hardtop	158.00
C50	Rear Window Defroster	42.15
C60	Air Conditioning	464.50
—	Positraction Axle, Optional Ratio	12.65
J50	Power Brakes	47.40
L55	Optional 270 HP, 454 CI Engine	294.90
LT1	Optional 255 HP, 350 CI Engine	483.45
ZR1	Optional 255 HP, 350 CI Engine	1010.05
M21	4-Speed Close Ratio Transmission	NC
M40	Turbo Hydramatic Transmission	NC
N37	Tilt-Telescopic Steering Column	84.30
H40	Power Steering	115.90
P02	Custom Wheel Covers	63.20
PT7	White Stripe Nylon Tires, F70x15	30.35
PU9	White Lettered Nylon Tires, F70x15	43.65
T60	Heavy Duty Battery	15.80
U69	AM-FM Radio	178.00
U79	AM-FM Stereo Radio	283.35

• The cost of the M40 Automatic Transmission with available high performance engines was \$97.00.

• LT-1/air cars came with a 5600 RPM tachometer. Normally, the LT-1 had a 6500 RPM tach, but the lower red line served to remind owners of air cars that the drive belts wouldn't sustain the higher revs without slipping off pulleys.

1972 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
945	Bryar Blue	Bk-W	Silver	Bk
979	Targa Blue	Bk-W	Silver	Bk-Bk
988	Steel Cities Gray	Bk-W	Silver	Bk-R-S
946	Ekhart Green	Bk-W	Silver	Bk-S
987	Ontario Orange	Bk-W	Silver	Bk-S
973	Mille Miglia Red	Bk-W	Silver	Bk-R-S
024	Pewter Silver	Bk-W	Silver	Bk-Bk-R-S
972	Classic White	Bk-W	Silver	Bk-Bk-R-S
912	Sunflower Yellow	Bk-W	Silver	Bk-S
889	War Bonnet Yellow	Bk-W	Silver	Bk-S

ABBREVIATIONS: Bk = Black, Blu = Blue, W = White, R = Red, S = Saddle

• Only Black and Saddle were available in leather.

• Seat and shoulder belts matched interior except for the blue interior which got dark blue belts.

1973 CORVETTE

1973 SERIAL NUMBERS

Body and Chassis: 1267J3S400001 through 1267J3S438464

- 3rd and 4th digits are 37 for coupes
- 5th digit varies as follows: J = Base

T = L-82

Y = 454

Engine Suffix: CKZ: L48/4-Spd (350)

CLA: L48/Auto (350)

CLR: L82/4-Spd (350)

CLB: L48/4-Spd/NB2 (350)

CLC: L48/Auto/NB2 (350)

CLS: L82/4-Spd/NB2 (350)

CLD: L82/Auto (350)

CLH: L82/Auto/NB2 (350)

CWS: LS4/Auto/NB2 (454)

CWT: LS4/4-Spd/NB2 (454)

CWM: LS4/4-Spd (454)

CWR: LS4/Auto (454)

AUTO = Turbohydraulic, NB2 = California Emissions

1973 FACTS

- 1973 is the first model Corvette to have bumper systems designed to meet federal 5 mph standards. The 1973 rear was the same as 1972, but the front was redesigned with a body color bumper which added 35 lbs of weight, but which could survive 5 mph impacts without damage to the light or safety equipment.
- Noise reduction had a major impact on the design considerations of the 1973 model. For the first time since 1956, a solid lifter engine was no longer available in the Corvette. Sound deadening material was sprayed on many inner panels and new deadening pad was installed under the hood to muffle engine noise.
- The LT-1 engine was removed from the option list in 1973 and replaced by the L-82, a hydraulic lifter engine.
- The inner doors of the 1973 model have steel beams for greater side impact protection.
- New chassis mounts were designed for the 1973 model to better isolate road chatter and vibration. The new mounts are rubber with steel sleeves. The rubber gives vertical cushioning while the steel maintains side motion stability.
- A new coolant recovery system was designed for the 1973 Corvette which permitted high temperature overflow coolant to be captured and returned to the radiator after cooling.
- The 1973 Corvette coupe was the first since 1967 to have a rear window which could not be removed. When this feature was removed, an additional two inches of luggage space height was gained since the tray for storing the window was also removed.

1973 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
1Y237	Base Corvette Sport Coupe	5561.50
1Y267	Base Corvette Convertible	5308.50
—	Custom Interior Trim	154.00
A31	Electric Power Windows	83.00
A85	Custom Shoulder Belts	41.00
C07	Auxiliary Hardtop (for roadster)	267.00
C08	Vinyl Roof Covering for Auxiliary Hardtop	62.00
C50	Rear Window Defroster	41.00
C60	Air Conditioning	452.00
—	Positraction Axle, Optional Ratio	12.00
J50	Power Brakes	46.00
L82	Optional 250 HP, 350 CI Engine	299.00
LS4	Optional 275 HP, 454 CI Engine	230.00
M21	4-Speed Close Ratio Transmission	—
M40	Turbo Hydramatic Automatic Transmission	—
N37	Tilt-Telescopic Steering Column	—
N40	Power Steering	82.00
P02	Custom Wheel Covers	113.00
QRM	White Stripe Steel Belted Radial Tires, GR70x15	62.00
QRZ	White Letter Steel Belted Radial Tires, GR70x18	32.00
T60	Heavy Duty Battery	45.00
U58	AM-FM Stereo Radio	15.00
U69	AM-FM Radio	276.00
UF1	Map Light	173.00
YJ8	Cast Aluminum Wheels	5.00
Z07	Off Road Suspension and Brake Package	175.00
		369.00

• The YJ8 Cast Aluminum Wheel option was not actually available during 1973. Very early in production, Chevrolet rejected the wheels for quality reasons (they had been supplied by a California vendor) and recalled the wheels that had been released. Rumors place the number of wheels produced at 800 sets, and some of these are still at large.

1973 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
922	Medium Blue	BLK-W	Silver	BLK-MB-MS
927	Dark Blue	BLK-W	Silver	BLK-MB-DR-MS
945	Blue-Green	BLK-W	Silver	BLK-DR-DS-MS
947	Elkhart Green	BLK-W	Silver	BLK-MS
980	Orange	BLK-W	Silver	BLK-MS
976	Mille Miglia Red	BLK-W	Silver	BLK-MS-DR-DS-MS
914	Silver	BLK-W	Silver	BLK-MB-DR-DS-MS
910	Classic White	BLK-W	Silver	BLK-MB-DR-DS-MS
952	Yellow	BLK-W	Silver	BLK-MB-DS
953	Yellow (Metallic)	BLK-W	Silver	BLK-MB

ABBREVIATIONS: BLK = Black, MB = Midnight Blue, MS = Medium Saddle, W = White, DR = Dark Red, DS = Dark Saddle

• Only Black, Dark Saddle and Medium Saddle were available in leather.

1974 CORVETTE

1974 SERIAL NUMBERS

Body and Chassis: 1267JMS400001 through 1267J45437502

- 3rd and 4th digits are 37 for coupes
- 5th digit varies as follows: J = Base
T = L-82
V = 454

Engine Suffix: CKZ: L48/4-Spd (350)

CLA: L48/Auto (350)

CLR: L82/4-Spd (350)

CLB: L48/4-Spd/NB2 (350)

CLC: L48/Auto/NB2 (350)

CLD: LB2/Auto (350)

CWS: LS4/Auto/NB2 (454)

CWM: LS4/4-Spd (454)

CWR: LS4/Auto (454)

Auto = Turbohydraulic, NB2 = California Emissions

1974 FACTS

- 1974 completed the transition to "soft" bumpers with the addition of the new body color rear bumper system. The outside of the bumper is urethane plastic with built in recesses for the license and taillights. Under the urethane is an aluminum impact bar mounted on two slider brackets. The urethane rear bumper on 1974 models is two-piece, with a seam running vertically up the middle. Later years have one-piece urethane covers.
- 1974 is the last Corvette to have genuine dual exhausts. It is also the last to have a non-catalytic exhaust. In later years, dual exhausts flow through a single catalytic converter, then split again into dual exhausts. Since it has no converter, the fuel requirement for the 1974 is 91 octane regular leaded. Later years with the converter require unleaded fuel.
- 1974 is the last year of availability for the 454 CI engine.
- The standard alarm system activator mechanism was moved from the rear panel to the driver side fender in 1974.
- 1974 models with power steering have special power steering pumps with magnets to attract floating metallic debris.
- The radiators in 1974 models were redesigned for more efficient cooling at low speeds.
- The shoulder belts on 1974 models are integrated with the lap belts. Also, the shoulder belt restraint system was changed in 1974. Previously, the belts permitted forward movement but locked when the forward pull exceeded a preset rate. The new system first installed in the 1974 model, contains a small swinging weight which locks the belts when the car decelerates quickly. Movement within the car is not restricted at all as long as the car itself is stable.

1974 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
1Y237	Base Corvette Sport Coupe	6001.50
1Y267	Base Corvette Convertible	5765.50
—	Custom Interior Trim	154.00
A31	Electric Power Windows	86.00
A85	Custom Shoulder Belts	41.00
C07	Auxiliary Hardtop (for roadster)	267.00
C08	Vinyl Covered Auxiliary Hardtop	329.00
C50	Rear Window Defroster	43.00
C60	Air Conditioning	467.00
FE7	Gymkhana Suspension	7.00
—	Positraction Axle, Optional Radio	12.00
J50	Power Brakes	49.00
LB2	Optional 250 HP, 350 CI Engine	299.00
LS4	Optional 270 HP, 454 CI Engine	250.00
M21	4-Speed Close Ratio Transmission	NC
M40	Turbo Hydramatic Automatic Transmission	NC
N37	Tilt-Telescopic Steering Column	82.00
N41	Power Steering	117.00
ORM	White Stripe SBR Tires, CR70x15	32.00
QRZ	White Letter SBR Tires, CR70x15	45.00
U05	Dual Horns	4.00
U58	AM-FM Stereo Radio	276.00
U69	AM-FM Radio	173.00
UA1	Heavy Duty Battery	15.00
UF1	Map Light	5.00
Z07	Off Road Suspension and Brake Package	400.00

- The cost of the M40 Automatic Transmission with available high performance engines was \$103.00.
- The FE7 Gymkhana Suspension package includes stiffer front anti-roll bar and stiffer springs. Not recommended for pleasure driving use only.
- Base prices include standard 350 CI, 195 HP engine.

1974 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
922	Corvette Med Blue	Blk-W	Silver	Blk-DB-SH
968	Dark Brown	Blk-W	Silver	Blk-N-S-SH
917	Corvette Gray	Blk-W	Silver	(Blk-DB-N-) (DR-S-SH)
910	Classic White	Blk-W	Silver	Blk-N-S-SH
980	Corvette Orange	Blk-W	Silver	Blk-N-DR-S-SH
976	Mille Miglia Red	Blk-W	Silver	Blk-N-DR-S-SH
974	Medium Red	Blk-W	Silver	Blk-N-DR-S-SH
914	Silver Mist	Blk-W	Silver	Blk-DB-DR-S-SH
948	Dark Green	Blk-W	Silver	Blk-N-S-SH
956	Bright Yellow	Blk-W	Silver	Blk-N-S-SH

ABBREVIATIONS: Blk = Black, DB = Dark Blue, Sh = Silver, N = Neutral,
S = Saddle, DR = Dark Red, W = White

• Only Black, Saddle and Silver were available in leather.

1975 CORVETTE

1975 SERIAL NUMBERS

Body and Chassis: 1267J55400001 through 1267J55438465
 • 3rd and 4th digits are 37 for coupes
 • 5th digit varies as follows: J = Base
 T = L-82

Engine Suffix: CRL: 4-Speed (350) CUT: 4-Speed/HP (350)
 CRK: Automatic (350) CUA: 4-Speed (350)
 CRL: 4-Speed/HP (350) CUB: 4-Speed (350)
 CRM: Automatic/HP (350) CUD: 4-Speed/HP (350)

HP = High Performance (L-82)

1975 FACTS

- The soft bumpers were redesigned structurally in the 1975 model but external appearance of the car overall remained similar to the previous year. The front bumper was given an inner core of honeycomb plastic to better absorb impact. The exterior of the front bumper was changed slightly and simulated vertical "pads" were added. The rear bumper was redesigned internally to use shock absorber type struts to cushion impact. The exterior of the 1975 rear bumper was one-piece, replacing the two-piece 1974 design. "Pads" were also added to the rear and the 1975 bumper was designed with more side tuck to slim the appearance.
- 1975 is the first year for the use of the catalytic converter on a Corvette. A single converter was used and mounted just below the passenger side floor. Dual exhausts were routed into the converter then split again for dual exit.
- 1975 is the last year of production for the Corvette convertible. The last Corvette roadster was built during the last week of July, 1975. It was one of only 4,629 open Corvettes built during the 1975 model production.
- Engine availability in the 1975 Corvette dropped to the lowest number since 1955. In 1975, only the L-82 engine option was offered as a choice to the base L-48. With the deletion of the 454 CI engine, the 1975 Corvette became the first since the 1964 model to not offer a choice of displacement engines.
- 1975 was the first model Corvette to have the HEI (High Energy Ignition) system. The HEI is quite different than the transistor ignition systems available on Corvettes for over 10 years and included the Corvette's first pointless distributor.
- The 1975 Corvette tachometer is electronically driven, a change mandated by the HEI system's new type of distributor.
- 1975 is the first year for the use of L-82 hood emblems.
- 1975 is the first year for a kilometer-per-hour subface on the speedometer.

1975 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
1Y237	Base Corvette Sport Coupe	6810.10
1Y267	Base Corvette Convertible	6550.10
A31	Custom Interior Trim	154.00
A85	Electric Power Windows	93.00
C07	Custom Shoulder Belts	41.00
C08	Auxiliary Hardtop (for roadsters)	267.00
C50	Vinyl Covered Auxiliary Hardtop	350.00
C60	Rear Window Defroster	46.00
FE7	Air Conditioning	480.00
J50	Gymkhana Suspension	7.00
L82	Positraction Axle, Optional Ratio	12.00
M21	Power Brakes	50.00
M40	Optional 205 HP, 350 CI Engine	336.00
N37	4-Speed Close Ratio Transmission	nc
N41	Turbo Hydramatic Automatic Transmission	nc
QRM	Tilt-Tekscopic Steering Column	82.00
QAZ	Power Steering	129.00
U05	White Stripe SBR Tires, CH70x15	35.00
U58	White Letter SBR Tires, CR70x15	48.00
U69	Dual Horns	4.00
UA1	AM-FM Stereo Radio	284.00
UFI	AM-FM Radio	178.00
Z07	Heavy Duty Battery	15.00
	Map Light	5.00
	Off Road Suspension and Brake Package	400.00

• The cost of the M40 Automatic Transmission with the L-82 engine option was \$120.00.

• Base prices include standard 350 CI, 165 HP engine.

1975 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
22	Bright Blue	Blk-W	Silver	Blk-DR-SH
27	Steel Blue	Blk-W	Silver	Blk-DB-SH
42	Bright Green	Blk-W	Silver	Blk-N-MS-SH
70	Orange Flame	Blk-W	Silver	Blk-N-MS
74	Dark Red	Blk-W	Silver	Blk-N-DR-MS-SH
76	Mille Miglia Red	Blk-W	Silver	Blk-K-DR-MS-SH
67	Medium Saddle	Blk-W	Silver	Blk-N-MS
13	Silver	Blk-W	Silver	Blk-N-DB
10	Classic White	Blk-W	Silver	Blk-DB-DR-MS-SH
56	Bright Yellow	Blk-W	Silver	Blk-DS-N-DR-MS-SH
				Blk-N-MS

ABBREVIATIONS: Blk = Black, DB = Dark Blue, Sh = Silver, N = Neutral, MS = Medium Saddle, DR = Dark Red, W = White

- Black, Dark Blue, Red, Saddle and Silver were available in leather.
- Steel Blue was offered only for three months and during this time no L-82 engines were available due to emission certification problems. No Steel Blue L-82 cars were built in 1975.

1976 CORVETTE

1976 SERIAL NUMBERS

Body and Chassis: 1237L6S400001 through 1237L6S446558
 • 5th digit varies as follows: L = Base
 X = L-82

Engine Suffix: CLM, CLR, CLS, CHC, CHR, CXC.

1976 FACTS

- The "Corvette" trim identification on the rear bumper of the 1976 model changed slightly from the previous year and the front bumper was redesigned again, but the external appearance of the 1976 was very close to the 1975.
- The vents on the rear deck (just behind the window) were removed from the 1976 model.
- Chevrolet promoted a new "sport" steering wheel for the 1976 model, but the wheel was in fact the same as used on the Vega. Complaints from outraged Corvette enthusiasts contributed to Chevrolet's decision to replace the wheel in the 1977 model.
- The 1976 model Corvette came factory equipped with GM's new "freedom" battery, a completely sealed, maintenance free unit.
- The 1976 model Corvette finally got the aluminum wheels first announced as available for the 1973 model. GM had initially contracted a California vendor to produce the wheels in 1973, but quality problems led to GM's refusal to accept and offer the wheels during that model year. In spite of efforts to recall all wheels of this first run, some are in the hands of collectors. The new wheel offered for the 1976 model was of the same design as the earlier offering, but was produced by Kelsey-Hayes in their Mexican facility (and is identified as such on the inside surface). When purchased on the 1976 model, the YJ8 Aluminum Wheel option includes only four wheels, with a standard steel spare. This was not the case with the aluminum wheels of the 1963 through 1967 period, but was done to hold the price in line for the YJ8 option.
- The 1976 Corvette received a partial steel underbody in the forward section. This was done for added rigidity and to better isolate the passenger compartment from the temperatures being created by the engines which were calibrated to run hotter (and thus more efficiently) to offset some of the emissions-related power losses.
- The carburetor air induction system was revised in 1976 from the previous system of drawing air in at the rear of the hood, to an over-the-radiator source. The change was noise-reduction related, since the proximity of the rear-hood induction to the passenger compartment produced some quite audible howling sound irritation to driver and passengers.

- 1976 is the last year for a unique Corvette radio. The console was redesigned the following year to allow standard Delco radios to be used.
- Some items, such as the standard (mandatory option) leather interior, sunvisors, and interior lighting normally associated with the 1977 model actually appeared in late 1976.

1976 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
1Y237	Base Corvette Sport Coupe	7604.85
—	Custom Interior Trim	164.00
A31	Power Windows	107.00
C49	Rear Window Defogger	78.00
C60	Air Conditioning	523.00
FE7	Gymkhana Suspension	35.00
—	Positraction Axle, Optional Ratio	13.00
J50	Power Brakes	59.00
L82	Optional 210 HP, 350 CI Engine	481.00
M21	4-Speed Close Ratio Transmission	AC
M40	Turbo Hydramatic Transmission	AC
N37	Tilt-Telescopic Steering Column	95.00
N40	Power Steering	151.00
QRM	White Stripe SBA Tires, CR70x15	37.00
QRZ	White Letter SBA Tires, CR70x15	51.00
U58	AM-FM Stereo Radio	281.00
U69	AM-FM Radio	187.00
UA1	Heavy Duty Battery	16.00
UF1	Map Light	10.00
YJ8	Aluminum Wheels	293.00

- The cost of the M40 Automatic Transmission with the L-82 engine option was \$134.00.
- The rear window defogger in 1976 was of the heated glass element type.
- Base price includes standard 350 CI, 180 HP engine.

1976 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
22	Bright Blue	n/a	Silver	Blk-SG
69	Dark Brown	n/a	Silver	Blk-Buc-DB-W
64	Buckskin	n/a	Silver	Blk-F-Buc-DB-W
33	Dark Green	n/a	Silver	Blk-Buc-SG-BG-W
37	Mahogany	n/a	Silver	Blk-F-Buc-SG-W
70	Orange Flame	n/a	Silver	Blk-Buc-DB
72	Red	n/a	Silver	Blk-F-Buc-SG-W
13	Silver	n/a	Silver	Blk-F-Buc-SG-BG-W
10	Classic White	n/a	Silver	Blk-F-Buc-SG-DB-BG-W
56	Bright Yellow	n/a	Silver	Blk-DB

ABBREVIATIONS: Blk = Black, F = Firethorn, Buc = Buckskin, SG = Smoked Gray, DB = Dark Blue, BG = Blue-Green, W = White

1977 CORVETTE

1977 SERIAL NUMBERS

Body and Chassis: 1237L7S400001 through 1237L7S449213

- 5th digit varies as follows: L = Base
- X = L82

Engine Suffix: CKZ, CLA, CLR, CLC, CLD, CLF.

1977 FACTS

- The interior of the 1977 model was the most restyled since the introduction of the new body style in 1968. A completely new console houses new heater and air conditioning controls. The new console was designed to allow more radio depth so that standard GM radios could be used. Previously, the Corvette radio was unique and the Corvette's production volume would not justify development of stereo tape and CB units. But starting with the 1977 model, more options became available since standard GM line Delco radios could be used.
- A new steering column in 1977 permitted designers to move the steering wheel of the 1977 Corvette two inches closer to the dash. In addition to creating a more "arms out" driving position, the change makes entry and exit easier. The steering wheel and horn button were also redesigned.
- The luggage rack of the 1977 models was redesigned to hold the top roof panels. This permitted the luggage compartment to be used while the roof panels were off the car, something that was extremely restricted in prior years.
- The CC1 glass roof panels, listed as options in early 1977, were not available during the 1977 model year. The agreement between GM and the supplying vendor was cancelled, reportedly after dispute regarding the exclusive marketing of the panels by GM. GM introduced its own glass panels in mid-1978, again with the CC1 order designation. The manufacturer of the panels that were to be available in 1977 marketed them under the trade name "moon roofs" and they became a quite popular aftermarket item.
- In 1977, the burglar alarm switch was moved from the left fender to the driver's door lock.
- Leather seats are standard equipment in 1977 Corvettes and, for the first time, cloth seats trimmed in leather could be ordered.
- The headlight dimmer switch, windshield wiper and windshield washer controls are all located on steering column stalks in 1977 models.
- 1977 is the first year of availability of Cruise Control on Corvettes (Automatic transmission only).
- The sunshades in the 1977 model Corvette were redesigned to permit swinging to the side to block door window sun entry.

- The interior rearview mirror in the 1977 model was moved to the windshield from a previous mounting just above the windshield, minimizing vibration.

1977 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
1YZ37	Base Corvette Sport Coupe	647.65
A31	Power Windows	116.00
B32	Color Keyed Floor Mats	22.00
C49	Rear Window Defogger	84.00
C60	Air Conditioning	553.00
D35	Sport Mirrors	36.00
FE7	Gymkhana Suspension	38.00
G95	Positraction Axle, Optional Ratio	14.00
K30	Cruise Control	88.00
L82	Optional 210 HP, 350 CI Engine	495.00
M21	4-Speed Close Ratio Transmission	nc
M40	Turbo Hydramatic Automatic Transmission	nc
N37	Tilt-Telescopic Steering Column	165.00
QRZ	White Letter SBR Tires, CR70x15	57.00
UA1	Heavy Duty Battery	17.00
U58	AM-FM Stereo Radio	281.00
U69	AM-FM Radio	187.00
UM2	AM-FM Stereo Radio W/Tape System	414.00
V54	Luggage And Roof Panel Rack	73.00
YJB	Aluminum Wheels	321.00
ZN1	Trailer Package	83.00
ZX2	Convenience Group	22.00

• The cost of the M40 Automatic Transmission with the L82 engine option was \$146.00.

• Power steering, power brakes and leather (deluxe) interior were all made standard equipment in 1977. They were mandatory options late in 1976.

• Base price includes standard 350 CI, 180 HP engine.

1977 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
19	Black	n/a	Silver	BLK-BUC-R-SG-W
28	Corvette Dark Blue	n/a	Silver	BLK-BLU-BUC-SG-W
26	Corvette Light Blue	n/a	Silver	BLK-SL-W
66	Corvette Orange	n/a	Silver	BLK-BR-BUC
83	Corvette Dark Red	n/a	Silver	BLK-BUC-SG
72	Medium Red	n/a	Silver	BLK-BUC-R-SG-W
13	Silver	n/a	Silver	BLK-BLU-R-SG-W
80	Corvette Tan	n/a	Silver	BLK-BR-BUC-R-W
10	Classic White	n/a	Silver	BLK-DW-BR-BUC-R-SG-W
52	Corvette Yellow	n/a	Silver	BLK-Br

ABBREVIATIONS: BLK = Black, BUC = Buckskin, R = Red, SG = Suntan
Grey, W = White, BLU = Blue, BR = Brown

• All interiors genuine leather or leather/cloth combination.

1978 CORVETTE

1978 SERIAL NUMBERS

Body and Chassis 1287LBS400001 through 1237LBS4564724

- 5th digit varies as follows: L = Base
- 4 = LB2
- 8th digit for pace car is 906502

Engine Suffix: CHW, CLM, CLS, CLR, CMR, CMS.

1978 FACTS

- Chevrolet celebrated the silver anniversary of the Corvette by introducing the most restyled Corvette since the 1968 model. Most apparent change was the rear end which was given a large window in true "fastback" style. The change created significantly more luggage space behind the seats. A retracting cover was also added to the rear storage space to hide the contents from peering eyes or damaging sun.
- The interior of the 1978 model was also redesigned. The driver instruments (speedometer and tachometer) were redone in a squarish, more vertical mode. A glove box was added. Inner door panels were completely new, featuring removable arm rests rather than the molded-in style common to Corvettes since 1965. Windshield wiper and washer controls were moved back to the dash, though the light dimmer switch remained on the steering column.
- New "25th Anniversary" emblems are used on the exterior and interior.
- The fuel tank in the 1978 model was redesigned to hold 24 gallons, rather than the 17+ of previous years.
- The theft alarm system was modified in the 1978 model Corvettes to include monitoring of the roof panels.
- The 1978 Corvette was chosen as the pace car for the Indianapolis 500 race. To commemorate the event, Chevrolet introduced a "limited edition" Pace Car Corvette. The design features and build quantities of this car led to considerable confusion. Initially, the Pace Car was to have been two-tone silver with red striping. It was to have special Goodyear tires with "Corvette" sidewalls and the build quantity was reported to be 1000 cars. After several changes, the final paint scheme became black over a silver bottom with red striping. The Goodyear "Corvette" tires were dropped as unfeasible and the build quantity became one for each Chevrolet dealer (approximately 6000) plus extras. The final count was 6502.
- Wider "60" series tires became available on the 1978 Corvette and required fender trimming by the factory for clearance. Standard size remained "70" series radials.
- The "Silver Anniversary" paint option consists of two-tone silver (light silver top surface and darker silver bottom with silver dividing tape stripes). Sport mirrors and aluminum wheels were mandatory options.

1978 OPTIONS

ORDER #	DESCRIPTION	RETAIL \$
1Y287	Corvette Sport Coupe	9351.00
1Y287/78	Limited Edition Corvette Sport Coupe (Pace Car)	13653.21
A31	Power Windows	130.00
AU3	Power Door Locks	120.00
B2Z	Silver Anniversary Paint	399.00
CC1	Removable Glass Roof Panels	349.00
C49	Rear Window Defogger	95.00
C60	Air Conditioning	605.00
D35	Sport Mirrors	40.00
FE7	Gymkhana Suspension	41.00
G95	Positraction A/t, Optional Highway Ratio	15.00
K30	Cruise Control	99.00
L82	Optional 220 HP, 350 CI Engine	525.00
M21	4-Speed Close Ratio Transmission	NC
MX1	Turbo Hydramatic Automatic Transmission	NC
N37	Tilt-Telescopic Steering Column	175.00
QBS	White Letter SBR Tires, P255/60 R-15	216.32
QGR	White Letter SBR Tires, P255/70 R-15	51.00
UA1	Heavy Duty Battery	18.00
UM2	AM-FM Stereo Radio W/Tape System	419.00
UP6	AM-FM Stereo Radio W/CB System	638.00
U58	AM-FM Stereo Radio	286.00
U69	AM-FM Radio	199.00
U75	Power Antenna	49.00
U81	Dual Rear Speakers	49.00
YJ8	Aluminum Wheels	340.00
ZN1	Trailer Package	89.00
ZX2	Convenience Group	84.00

• The base price of the Pace Car includes options A31, AU3, CC1, C49, C60, D35, N37, QBS, UA1, UM2, U75, U81, YJ8 (with red accent) and ZX2. Added cost options are ZN1, YF5 (California Emissions), and K30. The UP6 radio could be substituted for UM2 at a cost of \$219.00. Customer had choice of transmission, engine and cloth/leather interior.

1978 COLORS

CODE	EXTERIOR	SOFT TOP	WHEELS	INTERIOR
59	Corvette Light Beige	n/a	Silver	BLK-LB-DB-M
19	Black	n/a	Silver	BLK-LB-R-M-O
83	Corvette Dark Blue	n/a	Silver	DB-LB-O
26	Corvette Light Blue	n/a	Silver	DB
89	Corvette Dark Brown	n/a	Silver	DB-LB-O
82	Corvette Mahogany	n/a	Silver	BLK-LB-M-O
72	Corvette Red	n/a	Silver	BLK-L-B-R-O
13	Silver	n/a	Silver	BLK-DB-R-M
13	Silver Anniversary	n/a	Silver	BLK-R
10	Classic White	n/a	Silver	BLK-DB-LB-R-M-O
52	Corvette Yellow	n/a	Silver	BLK-O

ABBREVIATIONS: BLK = Black, LB = Light Beige, DB = Dark Blue, M = Mahogany, R = Red, O = Oyster